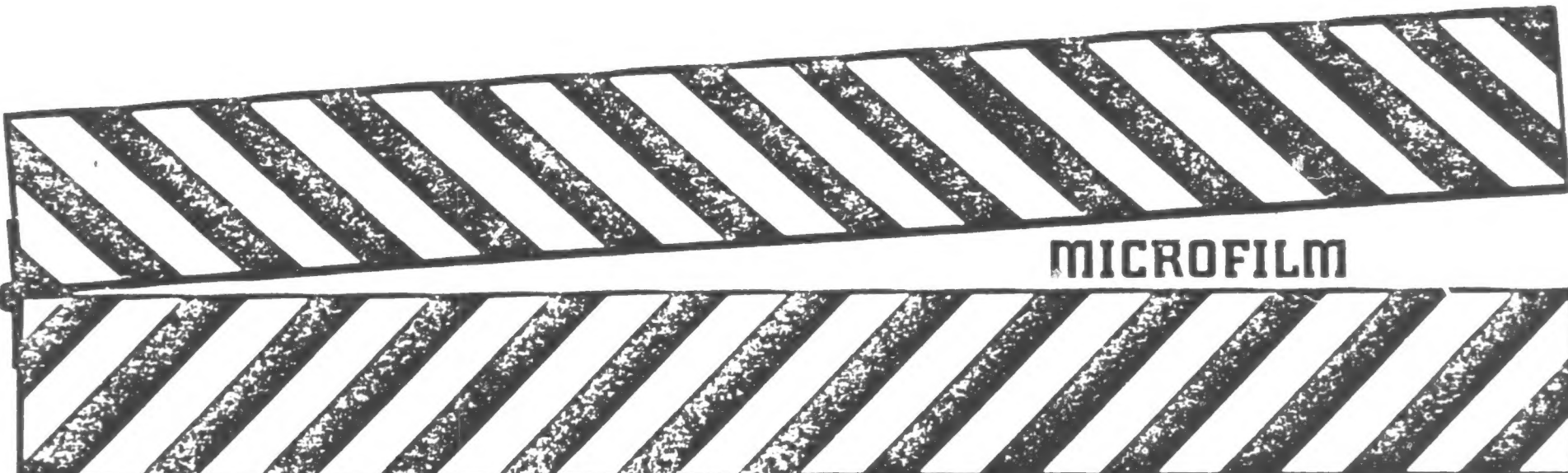




MICROFILM

**START
OF ROLL**

ROLL NO.

154

Construction
Contracts

ER-224(2) Beaver Hill Fill Slide Sec., 1971
(M.P. 249.6), Oregon Coast Hwy.
#7658 (Slide & flood damage repair)

RECEIVED
OCT 8 - 1971

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FILES

ER-224(2)
R. E. Simpson, Division Engineer
7658

ER 224(2)
Beaver Hill Fill Slide
MP 249.6

Original Signed by
R. E. Simpson

10-8-11
young
October 1, 1971

NOTED
F. B. KLASOE

Bids were opened on the subject project September 30. Slate-Hall was low bidder at \$87,781. Second low bidder was Garrett and Thomas Construction at \$104,290. The Engineers Estimate was \$54,915. Only two bids were received.

Four items - General Excavation, Clearing and Grubbing, Borrow Excavation, and Sand Blanket Material - for the low bid total \$60,380 and for the second low bid \$83,190. The difference between the low bidder and the second low is essentially reflected by the difference in these items.

An October 1 letter from the State recognizes its error in the General Excavation item in that the estimated price for this item should have been \$2/CY rather than \$0.60/CY as estimated. Using this cost the Engineers Estimate becomes \$83,895.

The \$2/CY estimate price for General Excavation is premised on the climatic conditions which exist in the area of the project during the winter season which has already commenced. The contract provisions provide that the contractor is committed to complete the work without delay once he starts.

There are other circumstances which must be considered in connection with the low bid or rejection of all bids. Because this is an ER project it must be handled as an emergency situation along with the fact that additional funds must be approved at the Washington office level. Approval of available additional funds generally requires at least 2 weeks. Considering the alternate of rejecting all bids, ~~where~~ there is a strong possibility that the low bidder may exceed that bid by Slate-Hall or other sliding will occur incurring additional expense. Any additional sliding in this critical area will directly affect the roadway surface. Further delay also creates additional risks to the traveling public because of the reduced shoulder area or lane width.

NOTED
TOM EDWARDS

Recognizing the various factors which are summarized:

1. State erred in preparing Engineers Estimate.
2. The immediate need for commencing and completing project (ER) because of deteriorating climatic conditions for construction and for the safety of the traveling public.
3. Additional delay will postpone completion until next year.
4. Postponement will incur additional cost.

On the basis of these reasons the State was advised after consultation with the Region office that the Slate-Hall bid is acceptable. Steps will be taken to obtain additional funds. Should they assume the responsibility of permitting the contractor to proceed in the interest of the public this office will (1) concur in the contract on the basis of additional funds or in the absence of the availability of additional funds in the funds now available. Such concurrence will be at the State's request following determination as to availability of funds.

cc:
Region (08-00.1)
OSHD (Porter)

bk



ICE
OCT 6 - 1971

R FI.

COST ANALYSIS
PROJECTS BID SEPTEMBER 30, 1971

Job 7658		Percent of Engineer's Estimate	Remarks
No.	Project Name		
7	Memaloose S.R.A.	+26.5%	Bridge Section estimate.
11	Beaver Hill Fill Slide	+59.9%	The bid is reasonable. An error was made in the Engineer's estimate for Bid Item #3, General Excavation. The estimate was \$0.60 per cubic yard. The price should have been \$2.00 per C.Y. The General Excavation will be done by dragline in wet fall weather which justifies the \$2.00 price. The Estimate amount would be \$83,895. The amount of the bid over the Engineer's Estimate would be 4.6%.
12	Slide Correction, Cape Meares Loop Road Section and Bay Ocean Road Section	+13.7%	The bid is reasonable. The project estimate was reduced \$11,000 at the request of the Specification Unit to keep the project close to the \$65,000 funded for the project' construction.

9-30-71

ELJ:fw

cc: Tom Edwards

A. E. Johnson

F. B. Klaboe

L. H. Young

F. D. Morgan

John A. Bond

Cost Analysis Unit

Edgar L. Johnsen
Special Studies and Chief Cost Engineer

NOTED
F. B. KLABOE

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SEP 28 1971

9-20-71

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(Rev. 6-68)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL AID PROJECT NO.

ER-224(2)

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.

BEAVER HILL FILL SLIDE

FROM:

R. E. SIMPSON, DIVISION ENGINEER

PROGRAM NO.

COUNTY NAME

SALEM, OREGON

ITEM NO.
ER-5

PROGRAM STAGE (Check)

☐ 1 ☒ 2

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young
w/enc.
9-27-71

DATE PS&E APPROVED

SEPTEMBER 15, 1971

DATE AUTHORIZATION EFFECTIVE

SEPTEMBER 15, 1971

FEDERAL ROUTE NUMBER

FA PRIMARY ROUTE #2

STATE ROUTE NUMBER

OREGON COAST HIGHWAY ROUTE #9

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF \$1,250.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF \$200.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE
LOCATION ONLY

☐ ACQUISITION OF RIGHT-OF-WAY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
PREPARATION

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF
BIDS

☒ OTHER (Specify) CONTRACTOR'S FLAGGING \$1,250.00
TEMPORARY EROSION CONTROL \$200.00

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE
AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S AUGUST 5, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

WE CONCUR THAT IT IS IN THE PUBLIC INTEREST TO COMPLETE THIS WORK WITHIN THIS CONSTRUCTION SEASON, THEREFOR, WE APPROVE A TWO WEEK ADVERTISEMENT PERIOD.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HERewith.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 "FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

DATE

9-20-71

SIGNATURE OF APPROVING OFFICIAL

[Signature]

TITLE

FOR

DIVISION ENGINEER

NOTED

TOM EDWARDS

NOTED
F. B. KLABOE

RECEIVED
1 SEP 3 1971

FOR FILING

ER-224(2)
17658

Beaver Hill Hill Slide

September 2, 1971

Oregon State Highway Commission

Gentlemen:

Bids will be taken September 30, 1971, on the following projects. After each project is an explanation of our plans concerning establishment of footpaths and bicycle trails as set forth in House Bill 1700.

1. Memaloosa Safety Rest Area, Columbia River Highway.

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved. The project covers only the building of a well.

2. Patterson St.-Main Junction Section, Klamath Falls-Lakeview Highway.

Sidewalks are being provided throughout the length of this project.

3. S. W. Allen Boulevard at Western Avenue (Beaverton) Section, FAS 840.

This is an industrial park. No footpaths or bicycle trails are planned as it is deemed to be contrary to public safety, under which conditions footpaths and trails are not required under Section 2(2)(a), House Bill 1700. This is a traffic signal installation.

4. S. W. Erickson Avenue-S. W. Main Avenue (Beaverton) Section.

This project has existing sidewalks throughout, making additional construction unnecessary.

5. S. E. McLoughlin Boulevard at S. E. Glen Echo Avenue (Gladstone) Section, Pacific Highway East.

Footpaths and bicycle trails were eliminated on this project under authority granted by Section 2 (2) (a), it being deemed such paths and trails would be contrary to public safety. This is a traffic signal installation.

6. Malheur River (Malheur Butte) Bridge, FAS 23-109.

Cancelled.

7. Mile Point 39.2 Slide Section, Sunset Highway.

No footpaths or bicycle trails planned for this project because of its isolation; and, since it does not connect with any existing community, the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

8. Cape Meares Loop Road and Bay Ocean Road Slide Sections, FAS 616.

9. Sawyers Rapids and Elkton Slide Sections, Unqua Highway.

Same as No. 7.

10. Beaver Hill Fill Slide Section, Oregon Coast Highway.

Same as No. 7.

11. Pieper Canyon Road-Bunker Hill Road Section, Heppner Highway.

No footpaths or bicycle trails planned, as provided under Section 2 (2)(c). The sparsity of population indicates an absence of need for such paths and trails. This project does not connect with any existing community and there are only three residences within the project limits.

Oregon State Highway Commission
September 2, 1971
Page 3

12. Emigrant-Frazier (Pendleton) Couplet Section,
Pendleton-John Day Highway.

Sidewalks are provided throughout the project on both sides.

13. Country Club Road Interchange Section, Eugene-Springfield Highway.

Pedestrian signals and the necessary appurtenances to move both bicycle riders and pedestrians through the intersections are provided.

14. Cape Blanco State Park.

Bicycle trails are not included because of a lack of demonstrated need. Existing and proposed park roadways will be adequate to handle both bicycle and automobile use anticipated for the immediate future.

This matter will be on the agenda for the September 8 meeting and your approval is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Lloyd P. Shaw
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
L. H. Young
F. L. Hall
F. D. Morgan
D. G. Talbot
R. N. Bothman

RDA:ia fn

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SEP 2 1971

ER-224(2)
2765816

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 1, 1971

To: MEMO TO FILE

SUBJECT: Footpaths and Bicycle Trails
Beaver Hill Fill Slide Section
Oregon Coast Highway
Coos County

This project is advanced to correct a damaged highway shoulder and embankment slope and is 400' in length. It is not a highway construction or relocation project, therefore footpaths and bicycle trails are not included.

R. D. Asburry

R. D. Asburry
Asst. Program & Planning Engineer

RDA:jb

cc: F. B. Klaboe
L. H. Young
W. H. Tebeau
F. L. Hall



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OCT 11 71

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING

CM 224(2)

SALEM, OREGON

97310

August 2, 1971

Oregon State Highway Commission

AGENDA

SEP 8 1971

H

Gentlemen:

Presented for your consideration are four emergency relief projects that were caused by the flood and storm damage during January 1971. These projects are eligible for 100% Federal-Aid reimbursement under the Emergency Relief Program.

Beaver Hill Fill Slide Sec., Ore. Coast Hwy., Coos Co.: Grade, Pave	\$ 30,000
Mile Post 39.2 Slide Sec., Sunset Hwy., Wash. Co.: Grade, Pave	\$160,000
Sawyers Rapids and Elkton Slide Sec's., Umpqua Hwy., Douglas Co.: Grade, Pave	\$250,000
Harder (M.P. 7.5) and Tompson Falls (M.P. 12.4) Slide Sec., FAS 608, Lewis & Clark Rd., Clatsop Co.: Slide Correction	\$ 25,000

These projects are in an advance stage of design and I recommend they be let at the August bid opening. Chairman Jackson approved this matter on August 2, 1971 and it will be on the agenda for confirmation at the September 7 meeting.

Very truly yours,

R. L. Porter

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Victor Wolfe
L. H. Young
V. E. Skoog
R. N. Bothman
F. D. Morgan

Carroll Keasey
J. B. Boyd
L. W. Rulien

NOTED

DECEMBER 14 1971

FOR FILING

ER-224(2)
7658

April 14, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for Item No. 3, Project No. ER-224(2), Beaver Hill Fill Slide Section, which we desire to include in the Federal-Aid Emergency Relief Program occasioned by the January 14, 1971 flood.

We request your authorization that temporary repairs made by State forces on Beaver Hill Slide after January 31, 1971, are eligible for Federal-aid funding although the work is accomplished later than the normal emergency period. Our request is based on the information that follows.

To quote from the inspection report of January 26, 1971, written by Mr. Paul V. Rindl of the FHWA, "This area continues to settle and extensive corrective work is necessary". It is obvious that the slide material was extremely wet since, as stated, it continues to settle.

To date, the original emergency condition at this site has not ceased to exist because the slide material has not stabilized sufficiently to stop moving and therefore requires constant surveillance and temporary repairs on a continuing basis to avoid further encroachment into the roadway.

The slide is located in a geographic area subject to inclement weather late into the spring season of the year, thereby prolonging the normal drying action required to stabilize the slide material. The slide, since the original slump, continues to move and with greater rapidity associated with rainfall. Any movement consequently exposes a vertical face subjecting it to weathering and subsequent sloughing. This necessitates continuous temporary repairs to help retain the vertical face at or near its original position and not allow it to break back and encroach upon the travel lanes.

Mr. R. E. Simpson
April 14, 1971
Page 2

The extensive corrective work, as stated in Mr. Riedl's inspection report, requires removal of the slide material, installation of drainage facilities as required and backfilling the excavated area to grade. This operation entails exposing a steep slope, approximately 40 feet in height, adjacent to the travel lanes, creating a hazardous condition if undertaken during adverse weather. It is obvious that the slide material being extremely wet and unstable cannot be readily shaped to retain the aesthetics of the area until the material has dried sufficiently to be workable.

Enclosed is a copy of Mr. Robert A. Sandmann's (District Engineer for the Oregon State Highway Division) letter of April 5, 1971, with attached tabulation documenting the expenditures for temporary repairs through March 30, 1971, on Beaver Hill Slide and listing the anticipated total expenditures, for temporary repairs, expected to be incurred before the slide material stabilizes.

We trust the aforesaid comments and enclosed data is sufficient for you to approve the program based on our request.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enc.

JG:bb

MONTHLY TRANSACTION NO.		FORM PR-1 (REV. 4-61)		FEDERAL-AID PR	
DATE SUBMITTED TO W.O.		4-12-71		(PPM 21)	
CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) US 101 11.0 mi. N. of Bandon (M.P. 249.6)		ADT	PRESENT 2,250
	(19) (20) 21	68			FUTURE 4,300
					YEAR 91
CARD 1	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E. Temp. & Perm. Emb. Repairs		NATL. FOREST	FM ROUTE NO.	SUPV AGCY
	28 62 (63) (65) (66) (68)				DA CLASSIF.
					DA AREA
					EMERG. YR. 71-1
					PL. AUTH
CARD 4	CLASS OF FEDERAL FUNDS Emergency Relief				COUNTY NAME Coos
	NAME OF URBAN AREA 17-31				ROUTE NO. P 2
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE
					STEP
					TERMINI (Full description)
					MILES
					TOTAL ESTIMATED COST
					FEDERAL FUNDS
1	(14-15)	(16)	41	42	43
					46 53
5					PE
					US 101 11.0 Mi. N. of Bandon (M.P. 249.6)
					Stage 2
5					ROW
					"Beaver Hill Fill Slide (M.P. 249.6)Sec."
5					CONST
					(CODE)
					Stage 2
					(Temp)
					Stage 1
					(Perm)
CARD 1	CODE 1	PREPARED BY		PROJECT TOTALS	
1	14	PROGRAM APPROVAL DATES			
				(16) (23) (24) (25)	
and melting snow fill causing a travelway.					

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PRE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
1,300	91	08	Oregon	35	098	5
(70)	(71)	(72)		(2)	(3)	(4)
1	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
		PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. DESIG.	
1		ER-	224	(2)		
(73)	(74)	(75)	14	23	7	
Y NAME				CODE	PROGRAM STAGE	
Coos				011		
				(14)	(16)	
P	FEDERAL-AID	STATE	U.S.	PROGRAM STAGE		
	2	(32) 9	(36) (37) 101	(41)		
ESTIMATED PROJECT COST BY PHASES				CHARACTER OF PROPOSED WORK		
FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	(Full description)			
1,500			P.E. all phases. Temp. & perm. repair of emb. & shldr. (emb. fnd. exc., dr., emb. in place, guard rail, shldr. pave. & rock toe emb.)			
			(Work by State forces & contract methods- negotiated or regular)			
25,000 (30,000)			ROW - 200' min.; access control - partial; parking restrictions-none.			
26,500						
(23)	REMARKS					
Embankment repair is necessary because heavy rainfall and melting snow, prior to and on January 15, 1971, saturated the hill causing a portion to slump (slide) and break away close to the highway.						
-over-						

BEAVER HILL FILL SLIDE (M.P. 249.6)
Project ER-224(2)

Existing Facility:

Roadway: Two 11' lanes (Bit. Conc. Pave.) with 8' shoulders. Structures: None.

Project Data: Abnormally heavy rainfall, prior to and on January 15, 1971, accompanied with mild temperatures which hastened the melting of an existing covering of snow saturated a section of highway embankment, approximately 200 feet in length, causing a slump to occur on the westerly side of the fill resulting in a vertical face, approximately 8 feet in height, forming within 4 feet of the edge of the southbound travel lane. The bottom limits, i.e., the toe, of the slide material is evident approximately 40 feet below the travelway which at this location is on an embankment roughly 80 feet in height.

The proposed project consists of the following work:

Temporary Repairs: State forces to place native granular material against the vertical face adjacent to the roadway to help prevent this exposed face from sloughing off, thereby advancing closer to the traffic lanes. Approximate major quantities or cost items generating the estimated total cost of the temporary repairs are as follows:

<u>Type Code 0002</u>	
Labor - - - - -	\$17,000
Equipment - - - - -	8,000
	<u>\$25,000</u>
Embankment material from state-owned source: 15,000 cu.yd.	

Permanent Repairs: Remove the material involved in the slide and use it to form on the embankment, at a lower elevation, a fill bench. Replace the removed material with native granular material to rebuild the embankment. Install perf. drain system, guard rail, and restore shoulder. Approximate major quantities or cost items generating the estimated total cost of the permanent repairs are as follows:

<u>Type Code 6201</u>	
Embankment Foundation Exc.	10,100 c.y.
Embankment in Place	10,900 c.y.
Shoulder Restoration (Base Rock and AC Pave.)	750
Guard Rail	500 lin.ft.
Perf. Pipe (Incl. Backfill)	550 lin.ft.
Rock Toe Embankment	110 c.y.
	<u>\$24,475</u>
	5,525
	<u>\$30,000</u>
Engr. & Cont.	

The permanent repairs will be contracted by either negotiated or regular method.

A public hearing is not required for this project under paragraph 3c of PPM 20-8 as the work is necessary because of natural disaster and concurred in by the FHWA.

State Clearinghouse review is exempt by working agreement dated February 9, 1971.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon

April 5, 1971

To: Mr. W. E. Schwartz
Region Maintenance Engineer
Roseburg, Oregon 97470

SUBJECT: Report of Expenditures
Beaver Hill Fill Slide
M.P. 249.6 Highway No. 9
E.R. Project No. 11

Attached is information documenting expenditures to date on Subject project as requested by Carl M. Williams, Maintenance Operations Engineer.

A brief review of the various reports and estimates submitted on this project is also offered as follows:

1. January 25, 1971- received telephone instructions from Schwartz to submit detailed estimate (due 1/28/71) on repair costs. Estimate attached indicating emergency repairs continuing with permanent repairs to cost \$30,000.00. Estimate submitted January 28, 1971.
2. January 26, 1971- received teletype instruction from Keasey requesting update on cost estimate for project broken down into cost of restoration to 2-way traffic (none), total cost to date (\$600), and cost for complete restoration (\$50,000). Copy of teletype instruction and answer attached.
3. January 26, 1971- project inspected in field by Schwartz, Riedl and myself and information submitted to Keasey in teletype relayed to Schwartz and Riedl. General consensus was to wait for suitable weather and working conditions before undertaking permanent repairs.
4. March 1, 1971- letter from Schwartz with Bothman letter (Feb. 16, 1971) attached directing to use extra gang and section crew personnel to backfill slide.
5. March 24, 1971- letter from Schwartz with Williams letter (March 24, 1971) attached requesting status report on E.R. project.

To summarize, estimates to date have indicated permanent repairs of the Beaver Hill fill slide will cost \$30,000.00 with emergency repairs to be a continuing operation. The last report put a price tag of \$25,000.00 on the emergency repairs. Emergency repair activity is heavily dependent on weather conditions. Assuming a reasonable break in the weather between now and June 1, 1971 the \$25,000.00 figure may be high.

At the time the project was inspected on January 26, 1971 all agreed permanent repairs could not be undertaken until such time as good weather could be assured. The plan for permanent repairs calls for removing material from the slide area, adding whatever drainage facilities are required and backfilling the area to rebuild the fill. During the slide material removal phase of the operation it would be necessary to leave a steep slope of 40 feet or more adjacent to the travel lanes exposed to weather while drainage work is done. It was decided a condition such as that would be too dangerous to undertake during adverse weather. It was also obvious that the slide material itself was extremely wet and unsuitable for working until some later date during a drier part of the year.

Cost of emergency repairs on Subject project breakdown as follows:

Extra Gang	\$7,375.09
Coquille Section	5,311.60
North Bend Section	1,330.98
Engr.	<u>126.09</u>
Total	\$14,143.76

Emergency operations to date have consisted of hauling granular material to backfill the slide area as the slide moves down and away from the highway. The slide has continued to move since it first broke loose with greater movement associated with periods of heavy rain. As the slide moves it leaves a vertical face adjacent to the southbound travel lane. The material in the fill tends to slab off when the vertical face remains exposed to the weather. To date there have been 8,615 cubic yards of granular material hauled. The material has been obtained from a State owned source.

Robert A. Sandmann
Robert A. Sandmann
District Engineer

RAS:bb
Attachments

E. R. Project #11 - Beaver Hill Fill Slide
M.P. 249.6 Highway #9

TABULATION OF COSTS FOR EMERGENCY REPAIRS

<u>Date</u>	<u>Engr.</u>	<u>Coq. Sect.</u>	<u>N. Bend Sect.</u>	<u>Extra Gang</u>	<u>Total</u>	<u>Material Hauled Cu. Yds.</u>
Jan. 25, 1971	\$126.09			\$611.42	\$737.51	700
29				615.66	615.66	300
Feb. 3 & 4		\$360.54	\$357.81	595.59	1,313.94	775
10		386.26	172.58	220.66	779.50	470
16,17,18,19		1,235.28	800.59	427.32	2,463.19	1,380
24 & 25		693.76		959.19	1,652.95	1,375
Mar. 2, 3 & 4		803.40		1,415.26	2,218.66	1,600
11 & 12		375.25		935.10	1,310.35	550
15, 16, & 17		396.83		1,058.65	1,455.48	550
19		207.13			207.13	100
24		417.32			417.32	315
30		435.83		536.24	972.07	500
TOTAL	\$126.09	\$5,311.60	\$1,330.98	\$7,375.09	\$14,143.76	8,615

OREGON STATE HIGHWAY DEPARTMENT

WORK ORDER
MAINTENANCE OR BETTERMENT

CLASS OF WORK

- | | |
|--|---|
| ☒ MINOR BETTERMENT | ☐ BRIDGE MAINTENANCE |
| ☐ EXTRA GANG MAINTENANCE | ☐ BETTERMENT—BUILDINGS AND MISCELLANEOUS PROPERTY |
| ☐ SECTION MAINTENANCE | ☐ MAINTENANCE AND OPERATION—BUILDINGS AND MISC. PROPERTY |
| ☐ BRIDGE BETTERMENT | ☐ PARKS—MAINT. AND BETTERMENT |

FORM 440 (REV. 5-65)

REF ID: 6-1240	DIVISION NUMBER: 3	DISTRICT NUMBER: B 7	FOR THE YEAR: 70-71	DATE SUBMITTED: March 2, 1971
HIGHWAY: Oregon Coast (9)		NAME OF SECTION, BRIDGE OR PARK: Beaver Hill Fill Slide		
NAME, TYPE AND PURPOSE OF WORK: Repair Fill Slide	FROM MILE POST: 249.6	TO MILE POST:	AUTHORIZATION (1ST, 2ND, 3RD, ETC.): 1	

DETAILED DESCRIPTION OF WORK AND ESTIMATE OF COST

FUNCTION

AMOUNT

Repair Fill Slide As Per Attached Typical Section

144

\$30,000.00

ORDER #20

DATE WORK TO START: March 2, 1971

ESTIMATED DATE OF COMPLETION: June 1, 1971

INSTRUCTIONS:

1. ORIGINATOR—Submits 3 copies to Division Engineer for approval.
2. DIVISION ENGINEER—Sends original to Controller for budget control.
3. DIVISION ENGINEER—Files 2nd copy and returns approved 3rd copy to Originator.
4. ORIGINATOR—Uses approved 3rd copy as his authority to perform work.

Descriptions, estimates and other information given on a revised order should cover work under previous authorizations as it is intended that the revised order will replace the previous one rather than serve as a supplement to it.

THE CONTROLLER WILL MAKE THE FINAL DETERMINATION ON WHETHER CHARGES ARE TO BE MADE AGAINST MAINTENANCE OR BETTERMENT.

Estimated cost of work to be done under this order as per above estimate . . . \$30,000.00

Amount previously authorized under this order

Increase or decrease in authorization

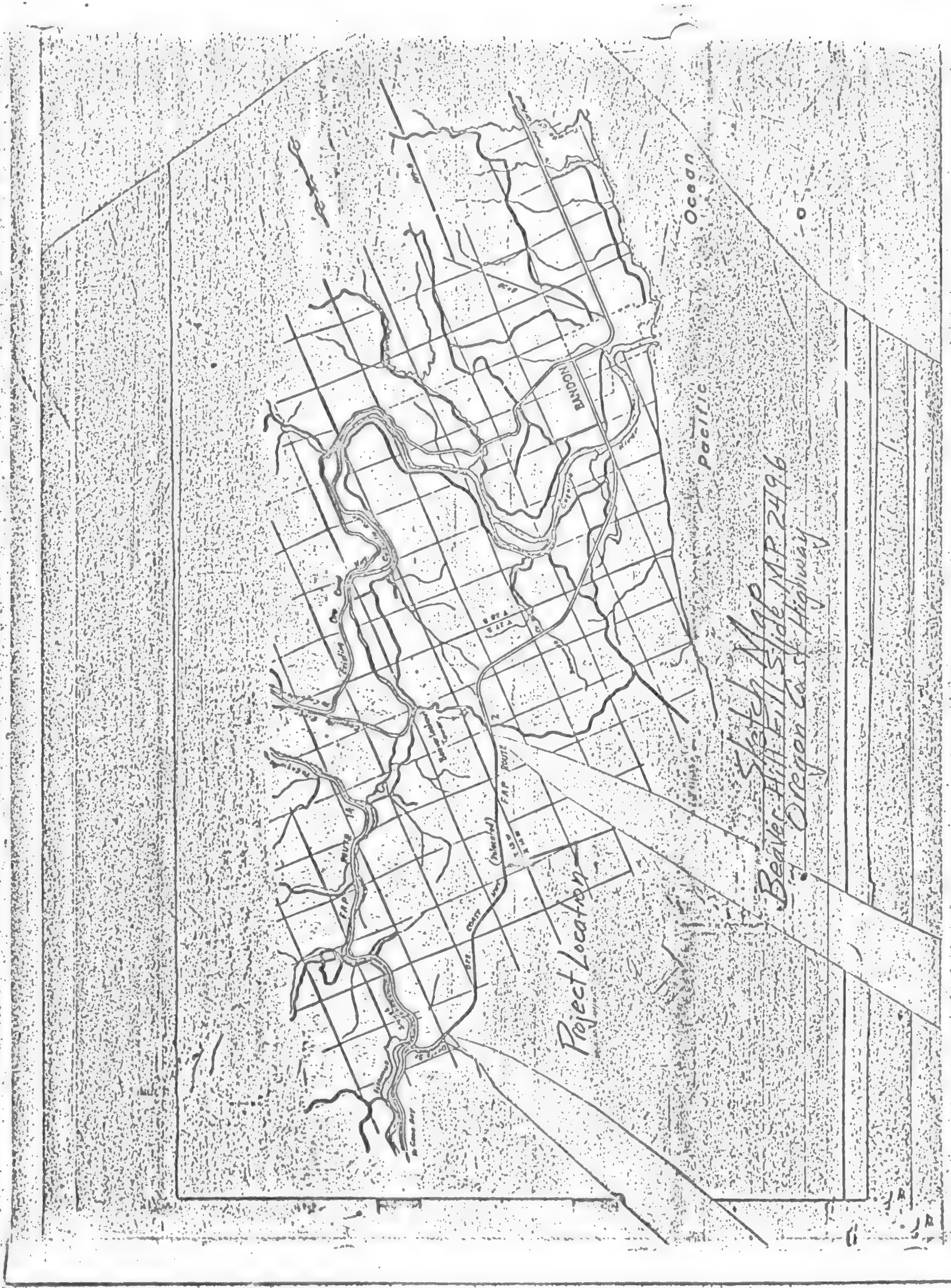
Submitted by:

Approved:

NOTES: A separate work order is to be submitted for each class of work.

This order does not constitute authority for expenditures until approved and returned.

NO CHARGES WILL BE MADE TO THIS WORK ORDER UNTIL IT HAS BEEN APPROVED BY THE DIVISION ENGINEER.



Sketch Map
Beaver Hill Full Slide M.P. 249.6
Oregon Coast Highway

**STORM DAMAGE REPAIR ESTIMATE
DISTRICT 7 COQUILLE**

PROJECT NAME: Beaver Hill Fill Slide M.P. 249.6

HIGHWAY: Oregon Coast No. 9 (U.S. 101)

CLASS OF HIGHWAY: Federal Aid Primary

LIMITS OF SECTION: At Milepoint 249.6 West Side

NARRATIVE: Existing facility is a two lane highway with paved shoulders (11' lanes/8' shoulders). Melting snow and heavy rains prior to and on January 15, 1971 caused a 200'+ long section of fill on the west side of the highway to slump leaving a vertical face approximately 8' high within 4 ft. of the edge of the travel lane for southbound traffic. The toe of the slumping material is approximately 40 feet below the level of the highway which is on an 80'± high fill.

TYPICAL SECTION: See attached sketch

DESCRIPTION OF WORK:

Emergency Repairs: State crews have dumped native granular material on top of slumping material and against the vertical face adjacent to the roadway to preserve the integrity of the highway and prevent the slide from advancing closer to the lanes of traffic. This condition will be maintained until permanent repairs are made.

Permanent Repairs: Material involved in the slide is to be removed and re-worked creating a fill bench at a lower elevation. Native granular material can then be deposited in the slide area to rebuild the fill.

ESTIMATE OF COST: Permanent Repairs----- Total Cost \$30,000.00
(See attached breakdown)

REMARKS: Recommendation is made that permanent repairs be accomplished by either unit bid contract or equipment rental.

BEAVER HILL FILL SLIDE M.P. 249.6
OREGON COAST HIGHWAY
ESTIMATE OF COST

ITEM	UNIT	NET	ALLOW	GROSS	UNIT COST	TOTAL COST	COST BREAKDOWN		
							MAT'L.	LABOR	EQUIP.
1.) Slide Excavation	c.y.	9,165	935	10,100	0.60	\$6,060.00	—	3,560	2,500
2.) Granular Emb. (In place)	c.y.	9,917	983	10,900	1.10	11,990.00	—	7,190	4,800
3.) Toe Trench Exc.	c.y.	100	10	110	3.50	385.00	—	235	150
4.) Rock Toe Emb. (In place)	c.y.	300	30	330	8.00	2,640.00	340	1,400	900
5.) 6 inch P.M.D.P. (Incl. backfill) Lin. Ft.	Lin. Ft.	500	50	550	3.00	1,650.00	1,000	500	150
6.) Shldr. Paving (Incl. base)	Ton	50	—	50	15.00	750.00	375	125	250
7.) Re-install Guardrail	Lin. Ft.	500	—	500	2.00	1,000.00	—	900	100
SUB TOTAL						\$24,475.00	1,715	13,910	8,850
ENGR. & CONTINGENCIES						5,525.00	550	3,325	1,650
TOTAL COST						\$30,000.00	\$2,265	\$17,235	\$10,500

Davis Slough - Bu
U.S. 101 Coas
M.P. 249.6
Fill Slide

0.0 ± Finish Grade

Limits of m
Sta. 585+00

Limits of wa

..... Apparent

Sta.
586+30

Granular
Emb. in Place
11900'

Emb.

Fnd.

Exc.

11000'

6" P.M.D.P.
#3/8" Ø Backfill

Waste
Undisturbed Slope
Area

-20

-40

-60

-80

0

20

40

60

80

100

120

140

ugh - Bullards Bridge

101 Coast Hwy.

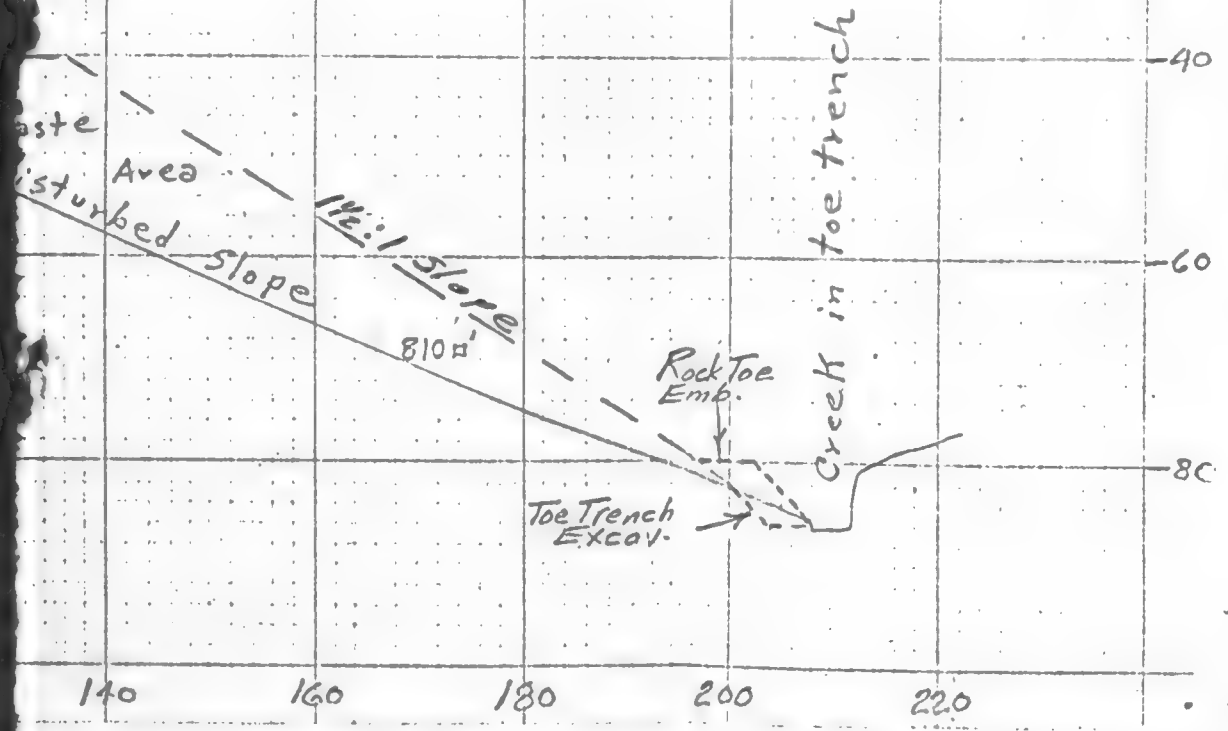
M.P. 249.6

Sl Slide

imits of movement -
Sta. 585+00 to 587+00

imits of waste area Sta. 584+60 to 587+40

. Apparent Slip plane at undetermined depth.



ER-239(1) Cape Meares Loop Road Sec. and 1971
Bay Ocean Road Sec., on county rds.
#7659 W. of Tillamook (Slide correct.)

CYA 4381 - 11-29-71

CYA 4274 - 8-24-71

7659

MONTHLY TRANSACTION NUMBER
11-10-3

PROJECT REPORT NUMBER
11

MODIFICATION NUMBER
1

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID
PROJECT AGREEMENT

(PPM 21-1)
10-24-73

STATE
Oregon

COUNTY
Tillamook

PROJECT NUMBER
ER-239(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 27, 1971, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>99,062</u>	\$ <u>154,127</u>
Federal Funds	\$ <u>99,062</u>	\$ <u>154,127</u>
Other revisions		

This modification is made for the following reasons:

to include contract work on Bay Ocean Rd.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of October, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By *E. J. Hunter*
Assistant State Highway Engineer
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By *G. L. Green*
(Division Engineer)

By _____
(Title)

By _____
(Title)

STATE 2274

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. <u>11-2</u>	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) <u>10-27-71</u>	STATE <u>Oregon</u>
PROJECT REPORT NO. <u>5</u>		COUNTY <u>Tillamook</u>
		PROJECT NO. <u>ER-239(1)</u>

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Oceanside NE 8.3 mi.
Cape Meares Loop Road & Bay Ocean Road Sections

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	1-15-71	0.156
RIGHTS-OF-WAY		
CONSTRUCTION	9-15-71	0.156
OTHER (Specify)		

FUNDS

Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT

\$ 99,062.00

FEDERAL FUNDS

\$ 99,062.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION

By [Signature]
(Official name of Highway Department)

Assistant State Highway Engineer

(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATIONBy [Signature]

(Division Engineer)

For: R. E. Simpson

Date executed by
Division Engineer

OCT 27 1971

7659 U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION LETTER OF APPROVAL AND/OR AUTHORIZATION		FEDERAL AID PROJECT NO. ER-239(1) 7659	
FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON		STATE PROJECT NO. CAPE MEARES LOOP ROAD	
		COUNTY NAME TILLAMOOK	
PROGRAM NO. ITEM NO. ER-27		PROGRAM STAGE (Check) ☐ 1. ☒ 2.	
TO: MR. G. M. BALDWIN ADMINISTRATOR OF HIGHWAYS STATE OF OREGON SALEM, OREGON			
DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE JANUARY 18, 1973	FEDERAL ROUTE NUMBER SECONDARY ROUTE 616	
		STATE ROUTE NUMBER COUNTY ROAD	
GENERAL LOCATION:			
GENERAL DESCRIPTION OF WORK: AS REQUESTED IN MR. ASBURY'S JANUARY 24, 1973 LETTER, THIS WILL CONFIRM OUR VERBAL AUTHORIZATION TO PROCEED EFFECTIVE JANUARY 18, 1973 WITH FURTHER ENGINEERING STUDIES ON THE SUBJECT PROJECT WITHIN THE LIMIT OF EMERGENCY RELIEF FUNDS AVAILABLE.			
YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW			
PRELIMINARY ENGINEERING TO DETERMINE ☐ LOCATION ONLY PRELIMINARY ENGINEERING FOR SURVEY AND PLAN ☐ PREPARATION ☒ OTHER (Specify) SPECIAL ENGINEERING STUDIES UNDER PRELIMINARY ENGINEERING. ☐ ACQUISITION OF RIGHT-OF-WAY CONSTRUCTION - ADVERTISE FOR RECEIPT ☐ OF BIDS ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS			
REMARKS Only to Young 2-9-73			
DATE 2-2-73	SIGNATURE OF APPROVING OFFICIAL 	TITLE DIVISION ENGINEER	

7659

February 1, 1973

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7659 awarded to Garrett & Thomas Construction for the Cape Mearns Loop Road and Bay Ocean Road Slide Correction Project of FAS 616 in Tillamook County was completed on September 30, 1972, and accepted by the Highway Commission on January 20, 1973.

Final payment in the amount of \$353.83 will be released to the contractor after February 7, 1973. The total contract amount is \$72,492.77 including \$1,661.30 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Hand, Secretary
OREGON STATE HIGHWAY COMMISSION

Re

cc Garrett & Thomas Construction
Route 1, Box 676
Dallas, Oregon 97338

bc C. T. Kasey
Walt Hart
V. E. Shoeg
Attn: W. L. Monner
C. O. Fredrickson

7659

January 30, 1973

TO Oregon State Highway Commission

FROM F. B. Kishoe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7659 Work Completed September 30, 1972

Project Cape Meares Loop Road and Bay Ocean Road

Highway PAS 616 County

Type of Work Slide Correction

Contractor Garrett & Thomas Const.

Recommended Acceptance Date January 29, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on March 6, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7659

FORM E-1 (REV. 10-67)		SECTION	WEEK ENDING
OREGON STATE HIGHWAY DIVISION		Cape Mears Loop and Bay Ocean Rods	1-27-73
FIELD ENGINEER'S WEEKLY REPORT			SECTION PREFIX 529-1088
FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION		HIGHWAY FAS 616	COUNTY Tillamook
NAME OF JOB Cape Mear s Loop and Bay Ocean rd.		KIND OF WORK Slide correction	
CONTRACTOR Garrett and Thomas Const.		CONTRACT NUMBER 7659	FEDERAL AID PROJECT NUMBER ER-239(1)
DATE OF CONTRACT 10-15-71		DATE WORK STARTED 5-8-72	ESTIMATED COMPLETION DATE 9-30-72
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION 0		SPECIFIED WORK DAYS	WORK DAYS USED
		SPECIFIED CALENDAR DAYS 210	CALENDAR DAYS USED 195
		SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 93
PROJECT AUTHORIZATION. 84,971.60		ENGINEERING AUTHORIZATION 7421.10	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: 77,550.00		ENGINEERING COST TO DATE 7500	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING 71,700.00		PERCENT OF AUTHORIZATION 101%	DATE PROJECT WAS COMPLETED: 9-30-72
ESTIMATED PERCENT ~~7.5%~~ UNDER RUN 7.5%			
ESTIMATED PERCENT COMPLETE (ROADWORK)			
CLEARING 100	DRAINAGE 100	GRADING 100	BASE 100
		OIL AND/OR PAVE.	MAT'L. PROD.
		GRADING	SURFACING
		MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM
		PAVING	
MILES IN PROJECT		0.16	0.16
MILES PARTIALLY COMPLETED		-	-
MILES COMPLETED		0.16	0.16
TOTAL ESTIMATED QUANTITIES (CONTRACT)		11,840 c.y.	295 c.y.
TOTAL QUANTITIES CORRECTED TO DATE		11,200 c.y.	330 c.y.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		11,200 c.y.	330 c.y.
AVERAGE DAILY QUANTITIES		-	-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		-	-
NUMBER OF SHIFTS PER DAY		-	-
HOURS PER SHIFT		-	-
EQUIPMENT USED DURING THE WEEK: NONE			
ESTIMATED PERCENT COMPLETE (STRUCTURES)			
BRIDGE NO.			
PERCENT			
	WEATHER	WORK DAYS CHARGED	HOURS DELAY
SUNDAY			
MONDAY	P. cloudy		
TUESDAY	B. cloudy		
WEDNESDAY	Rain show.		
THURSDAY	Rain show.		
FRIDAY	Clear cool		
SATURDAY			

K

B

9

JAN 29 1973

CONSTRUCTION

BEN GIFFORD

-GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	Bay Ocean road portion of project again reviewed by County, FHWA and State representatives. It was decided that further soils information is needed before solution to slide can be determined. State will drill 2 holes at appropriate locations to provide the needed soils data.
FRIDAY	No activity
SATURDAY	

REMARKS

County's letter accepting contract work on Bay Ocean Road portion submitted.
 This completes all paper work items.
 This is the final weekly report on this project.

SIGNED *C. Anderson* LOCATION Tillamook

ER/FAS
1971

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 26, 1973
Salem, Oregon

To: Memo To The Files

SUBJECT: Bay Ocean Road
M.P. 1.5 Slide
Tillamook County

The following personnel met on the slide Thursday,
January 25, 1973:

FHWA

Glenn Hossner, District Engineer
Paul Riedl, Area Engineer
Mr. Munoz, Regional Geologist

TILLAMOOK COUNTY

Charles D. Bailey, Chairman of the Board of Commissioners
Mr. Watson, County Engineer

STATE

Gerald W. Wimer, Regional Construction Engineer
E. L. Johnson, Special Studies Engineer
Chet Anderson, Resident Engineer
William R. Fretwell, Regional Geologist

It was agreed that as soon as written Federal authorization is secured, Mr. Fretwell would have a slope meter installed just below the upper slide break and another one on the same cross sectional line but at the toe of the slide break. The latter would be adjacent to the shoulder of the existing road.

Mr. Munoz was of the opinion unloading would be preferable to trying to tow in a new rock inlay. He thought such an inlay would have to involve removal of part, if not all, of the existing inlay.

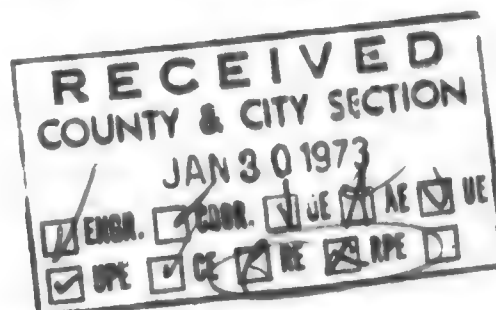
A waste area proposed by the county approximately one mile towards town was found to be back of a dike. This should be very acceptable.

ORIGINAL SIGNED BY GERALD WIMER

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: H. S. Cox w/attach's.
Chet Anderson w/attach's.
Bill Fretwell w/attach's.



OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

January 23, 1973

Salem, Oregon

To: Memo To ~~The~~ Files

SUBJECT: Bay Ocean Road
M.P. 1.5 Slide
Tillamook County

Special Studies Engineer, E. L. Johnson, Resident Engineer, Chet Anderson, and I viewed the Bay Ocean Slide with Tillamook County Commissioners Charles D. Bailey, and F. E. Knight, and Tillamook County Engineer, Mr. Watson, Friday, January 19th. We ask two phases: Acceptance of the current contract, and subsequent negotiations with the FHWA for further correction. They then agreed to write a letter of acceptance on the contract that is qualified with the request for the further efforts with the FHWA.

Told them other hurdles that would have to be overcome to secure further Federal funds:

- (1) How good of explanation is presented.
- (2) Arriving at a practical economical plan.
- (3) There still being ER funds available for the 1971 damages.

Ed Johnson recommended immediate slope meters and piezometers. A review will be made with Munoz, Hossner, Riedl, Watson, and Fretwell, Thursday, January 25th.

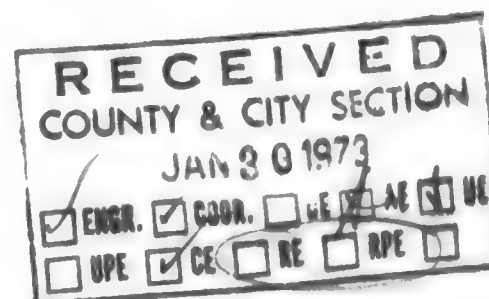
One of the problems is access to the Shatos home. Also the Robinette drinking water. Mr. Robinette indicated during the January 19th inspection the contractor had damaged some of his underground drain pipes. He has not made a formal claim.

Gerald W. Wimer

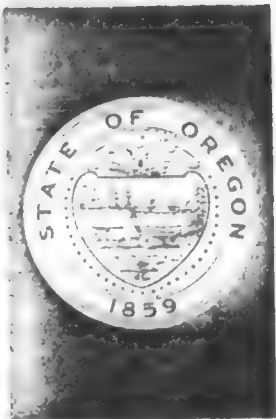
Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

GWW



ER/FAS



OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 24, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration
ORIGINAL SIGNED BY
FROM R. D. ASBURY
L. H. Young
Office Engineer
SUBJECT Bay Ocean Road Slide Section
Oregon Project No. ER-239(1)

RECEIVED							
COUNTY & CITY SECTION							
JAN 25 1973							
☒ ENGR.	☒ CGOR.	☒ OE	☒ AE	☒ UE			
☒ UPE	☒ CE	☒ RE	☒ RPE	☐			

We request your confirmation of verbal authorization by Mr. Hossner to proceed with further engineering studies of the slide condition on the subject project. Costs of the studies to be charged to preliminary engineering, effective January 18, 1973.

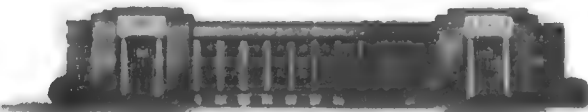
Subject slide occurred during January 1971 storm, and bids were received for permanent repair on September 30, 1971. The contract is now complete, but the main body of the slide has taken a slump of about three feet vertically and there is evidence of a pressure ridge forming at the toe of the inlay. This condition developed to a certain extent during construction and further developed to the condition mentioned above at the completion of the contract work. FHWA Area Engineer is aware of this slide condition.

Bay Ocean Road being a county road, the county will not accept the project as being completed in its present condition. Our Region Geologist's inspection report is attached.

Preliminary engineering is programed in the amount of \$4,700 with \$1,943 claimed as of November 1971, leaving \$2,752 presently available, for engineering studies, in the project authorization.

cc A. E. Johnson
E. S. Hunter
H. S. Cox ✓
C. T. Keasey
R. H. Chase

BOARD OF COMMISSIONERS
R. F. BRENNAN
F. E. KNIGHT
CHAS. D. BAILEY



TILLAMOOK COUNTY BOARD OF COMMISSIONERS

P. O. Box 266
TILLAMOOK, OREGON 97141

ER/FAS

Jan 1971 Storm Damage
ER-239(1)

November 28, 1972

Mr. H. S. Cox
County and City Engineer
State Highway Division
Salem, Oregon 97310

Dear Mr. Cox:

A survey of the slide correction project on the Bayocean-Cape Meares Section of FAS 616 indicates that since the heavy rain of Saturday last, a stream behind the property at the west end of the project is draining into the slide area and is causing some erosion of the rock fill.

We believe that a correction of this problem is indicated before the project is accepted by the Board of County Commissioners. ✓

Yours sincerely,

BOARD OF COUNTY COMMISSIONERS
FOR TILLAMOOK COUNTY, OREGON

R. F. Brennan
Chairman

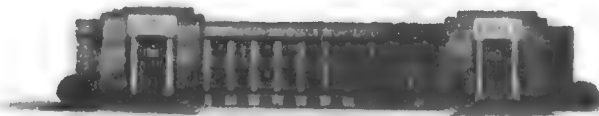
F. E. Knight
Commissioner

Chas D Bailey
Commissioner

Copy to:- J.B. Boyd
C.T. Keasey
Paul Riedl - FHWB.

RECEIVED							
COUNTY & CITY SECTION							
NOV 29 1972							
☐ ENGR.	☒ COOR.	☒ CE	☒ RE	☒ RPE	☐ UE	☐ UPE	☐
☒ UPE	☒ CE	☒ RE	☒ RPE	☐	☐	☐	☐

BOARD OF COMMISSIONERS
R. F. BRENNAN
F. E. KNIGHT
CHAS. D. BAILEY



TILLAMOOK COUNTY BOARD OF COMMISSIONERS
P. O. BOX 266
TILLAMOOK, OREGON 97141

November 28, 1972

Mr. H. S. Cox
County and City Engineer
State Highway Division
Salem, Oregon 97310

Dear Mr. Cox:

The Tillamook County Board of Commissioners hereby accepts ✓
the slide correction project on the Cape Meares-Lighthouse
Section of FAS 616 in Tillamook County.

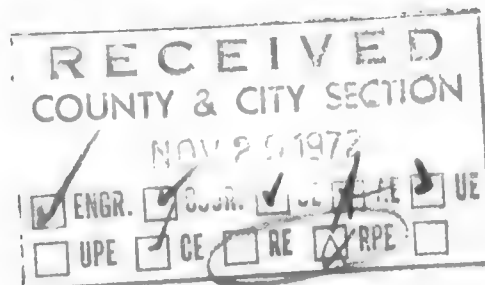
Sincerely,

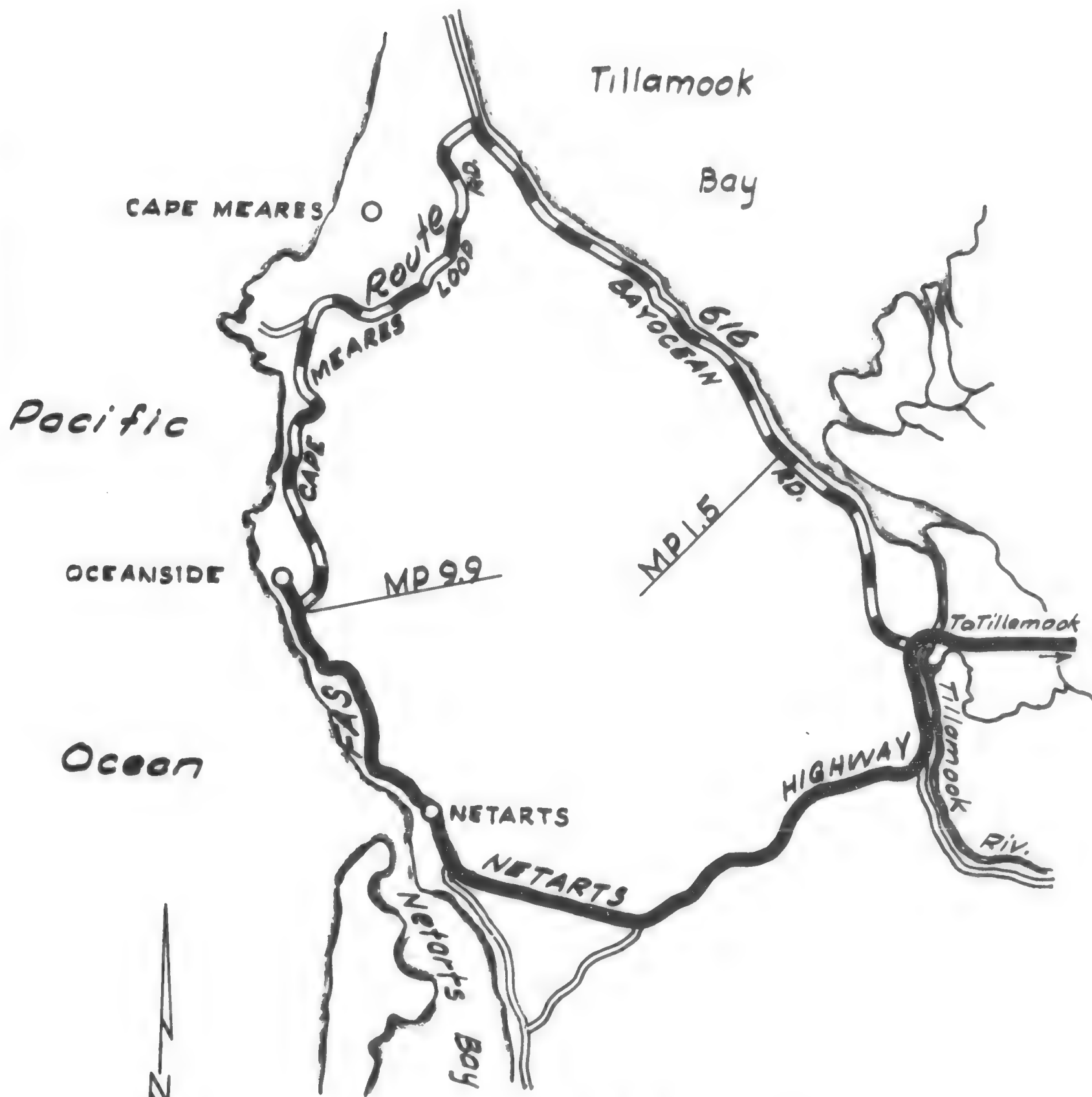
BOARD OF COUNTY COMMISSIONERS
FOR TILLAMOOK COUNTY, OREGON

R. F. Brennan
Chairman

F. E. Knight
Commissioner

Chas D Bailey
Commissioner





ER Project
CAPE MEARES LOOP & BAYOCEAN ROADS
FAS 616
Tillamook County

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

ER-FAS

Project Name Cape Mears Loop & Bay Ocean Roads Contract No. 7659
Highway FAS 616 Prefix No. 529-1088
County Tillamook F.A. No. ER-239 (1)
Final inspection made on 10-17-72 By G. W. Wimer
in company with Chet Anderson

CHECK LIST

Date		
9-30-72	Construction signs removed	never closed
was none	Salem Office notified to rescind construction speed zone	Opened to traffic with semi final Regional Materials Certification submitted
9-30-72	Contractor removed equipment from project	
9-30-72	Roadside cleanup completed	

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Good looking project.

County writing letter of acceptance.

RECEIVED	
COUNTY & CITY SECTION	
OCT 20 1972	
☒ ENGR.	☒ COR.
☒ UPE	☒ RE

All contract work on this project has been completed and recommendation is made for acceptance on 9-30-72. The semi-final estimate will be submitted about 11-7-72.

cc: Const. Engineer - C. T. Keasey

Maint. Engineer - R.N. Bothman
Co.-City Eng. - H. S. Cox
Reg. Engineer - J. B. Boyd
Res. Engineer - Chet Anderson
Dist. Engineer - Eldon Everton

Copies sent to all
named

Original signed by: Gerald Wimer

(Signed)

Reg. Const. Engr.
(Title)

RECEIVED

STATE COPY

10-10-72

cc: OSHD (A E Johnson)

Region Wash DC

Area Engr Lowe

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. 105910 REPORT NO. 5 COUNTY Tillamook DIVISION Oregon

DATE OF INSPECTION 10/10/72 INSPECTION MADE BY D. L. Noyes, Hwy Engr Trainee P. E. O'Neil, Asst Area Engr PROJECT NO. ER-239(1)

IN COMPANY WITH C. Anderson, Resident Engineer, OSHD.

QUALITY OF WORK* Satisfactory PROGRESS OF WORK Satisfactory TIME ELAPSED 100 % WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN (* Not applicable for all contacts.)

COPY SENT

CAPE MEARS LOOP ROAD SECTION
BAY OCEAN ROAD SECTION
County Road Slide Correction

NOV 06 1972

REGIONAL OFFICE

All physical work was satisfactorily completed on September 30, 1972, at a final contract price of \$72,026 with no major cost overrun. At the contract completion date, 195 chargeable days had elapsed out of the 210 calendar day contract time limit.

Due to the lateness in the construction season, local commercial aggregate suppliers were unable to provide 3/4"-0 aggregate or coarse aggregate base material as called for in the plans. Since other materials were locally available which met the project specifications, it was decided to substitute, in accordance with Price Agreement #1:

1. Select base material for coarse aggregate base material;
2. 1/2"-0 aggregate base material for 3/4"-0 aggregate base material.

The materials reports were reviewed as the project progressed and were found to be in substantial conformance with specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

NOTED
A. E. JOHNSON

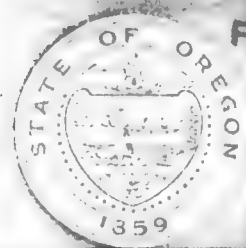
RECEIVED
STATE HWY ENGR

NOV 7 '72

REFER TO

FOR

Info	Inv	R/D	D/R	Sign	Act	File



RECEIVED
OCT 20 1972

STATE COPY

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 9, 1972

G. L. Green, Acting Division Engineer
R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. ER-239(1)

FROM

L. H. Young
Programing Engineer

NOTED
A. E. JOHNSON

*cy bonds
10-19-72*

SUBJECT

Request Contract Acceptance

Contract 7659, Work Completed September 30, 1972

Project Cape Meares Loop Road and Bay Ocean Road

Highway PAS 616

County Tillamook

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 10, 1972

Conditions not acceptable: **Final inspection made and project accepted.**

NOTED
F. B. KLABON

G. L. Green
G. L. Green
Acting Division Engineer

VG:pr

cc: Tom Edwards ✓
L. H. Young

RECEIVED TO

al

OSHPD (Johnson)

Region
Wash DC

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADSEC FOR FILING
(Check appropriate box)☐ CONTACT☒ PROJECT STAGE INSPECTION☐ FINAL INSPECTION

ch

REGION NO.

10

REPORT NO.

4

COUNTY

Willamook

DIVISION

Oregon

DATE OF INSPECTION
9-15-72

INSPECTION MADE BY

P. V. Riedl, Area Engineer

PROJECT NO.

ER 239(1)

IN COMPANY WITH

Chet Anderson, Resident Engineer

NOTED

A. E. JOHNSON

QUALITY OF WORK*
SatisfactoryPROGRESS OF WORK
Satisfactory

TIME ELAPSED

90

%

WORK COMPLETED

75

%

ch

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

CAPE MEARS LOOP ROAD SECTION & BAY OCEAN ROAD SECTION

County Roads

Slide Correction

OCT 20 1972 OCT 10 1972

REGIONAL OFFICE

STATE

This is a project stage inspection of the administration and field control of the overall project work.

The clearing, drainage and grading are approximately 95% complete. Work remaining consists of finishing these items-placing the surfacing and seeding and mulching the project.

The project was set up to repair two locations which were damaged in the January 1971 flood. This work is considered the permanent restoration of these areas. The damage on the Cape Mears Loop Road was located at MP 5.6 and consisted of a 300 foot fill slide caused by flood erosion of the toe and oversaturated earth. The repair consisted of embankment construction, placing a 36" culvert at the toe, seeding and mulching, surfacing and asphaltic concrete performed by the County.

The Bay Ocean-Cape Meares Section is located at MP 1.5 and consists of 400 lineal feet of slide removal. The slide consisted of timber, debris and earth which slid onto the roadway blocking traffic and moving the roadbed. The bottom of the slide was removed to restore the alignment. The other work consists of drainage, rock inlay, clearing, base and shoulder rock, seeding and mulching surfacing and (asphaltic concrete performed by the County).

The records and administrative control of the project are being handled in a very satisfactory manner. All items are covered in field books and set up for estimate payments.

The materials incorporated into the project are in substantial compliance with the specifications.

Requirements have been met and meetings have been held.

Conclusions:

The administration and field control are considered as satisfactory and no follow up review is considered necessary.

FOR					
11/16	11/14	11/12	11/10	11/8	11/6

FORM PR-33B
(REV. 8-70)

PREVIOUS EDITIONS WILL BE USED

10-24-72
Johnson
DeYoung

RECEIVED

FOR FILING

file

8-2-72
REFERRED TO
Acct.
BY SECRETARY

7659

June 22, 1972

Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Gentlemen:

Would you please send estimate payment checks to The Oregon Bank, P. O. Box 65, Dallas, Oregon 97338 for credit to our checking account on Contract 7659.

Thank you.

Very truly yours,
Garrett & Thomas Construction

By:

Laurance E. Garrett

Partner

Vern Skoog

On July 7, 1972 we received a phone call from Mr. Bailey with the Oregon Bank in Dallas stating that United Pacific Ins. Co. would send us a written consent to an assignment to Oregon Bank. No consent has been received as of Aug 2, 1972

Floyd Query

6

NOTED
E. J. PER

June 22, 1972

Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Gentlemen:

Would you please send estimate payment checks to The Oregon Bank, P. O. Box 65, Dallas, Oregon 97338 for credit to our checking account on Contract 7659.

Thank you.

Very truly yours,
Garrett & Thomas Construction

By:

Partner

Also please sign the letter having the estimate payment checks to come to us for credit to your account, The Assignment of the Contract proceeds and mail all these to the Highway Dept.

Have United Pacific Insurance Company notify the Highway Dept. in writing authorizing this contract assignment.

Wayne

STATE OF OREGON—HIGHWAY DEPARTMENT ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Sixteen Thousand dollars -
 (\$16,000.00) Dollars, to us paid, we hereby sell, assign and transfer
 the within claim for all money due or to become due in connection with Contract #7659 with
the Oregon State Highway Commission for slide correction on the Cape Meares Loop Road
and Bay Ocean Road, section of PAS 616 in Tillamook County.

to The Oregon Bank P.O. Box 65 Dallas, Oregon 97238 and authorize and empower
 said The Oregon Bank to act as agent for us
 and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant

which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of
 Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that
 nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said
 funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same
 is honored, either in whole or in part, by the State Highway Department, such action by the Department shall be
 controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect
 to future payments.

Witness my hand this 22nd day of June, 1972.

Executed in the presence of us as witnesses:

Harold D. Bailey

Garrett & Thomas Construction Co.

Laurence E. Garrett
 Partner

STATE OF OREGON—HIGHWAY DEPARTMENT ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Sixteen Thousand dollars -
 (\$16,000.00) Dollars, to us paid, we hereby sell, assign and transfer
 the within claim for all money due or to become due in connection with Contract #7659 with
the Oregon State Highway Commission for slide correction on the Cape Meares Loop Road
and Bay Ocean Road, section of FAS 616 in Tillamook County.

to The Oregon Bank P.O. Box 65 Dallas, Oregon 97338 and authorize and empower
 said The Oregon Bank to act as agent for us

and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant
 which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of
 Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that
 nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said
 funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same
 is honored, either in whole or in part, by the State Highway Department, such action by the Department shall be
 controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect
 to future payments.

Witness my hand this 22nd day of June, 19 72.

Executed in the presence of us as witnesses:

Wayne D. Bailey

Garrett & Thomas Construction Co.

Laurance E. Garrett

Partner

RECEIVED
MAY 19 1972

STATE COPY

FORM PR-338
(REV. 3-65)

FOR FILE **COUSD (A E Johnson)**

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

Region West DC		☐ Contact		☐ Project Stage Inspection		☒ Final Inspection	
Region No. 10		Report No. 1		County Tillamook		Division Oregon	
Date of Inspection 3/22/72		Inspection Made By J. R. Schultz, Area Engineer				Project No. PR-239(1)	
In Company With J. R. Tibbetts, County Roadmaster							
Quality of Work* Satisfactory				Progress of Work NA		Time Elapsed NA	Work Completed 100

Report to include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

(*Not applicable for all Contracts.)

COPY SENT

VAS ROUTE 616
DAY OCEAN-CAPE MEARES ROAD
Storm Damage Repair

MAY 16 1972

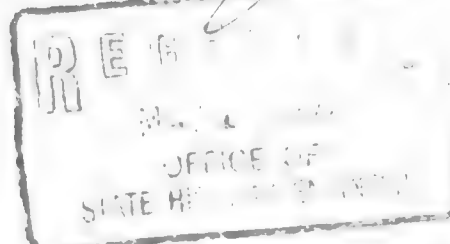
FIELD OFFICE

Repairs by County forces on this road involved removal of storm debris at MP 1.5 and emergency restoration of the grade at MP 3.6. Permanent restoration work is currently under contract. The temporary repairs were found to be complete on this inspection. Approximate final costs are as follows:

Quarry reject material	370 CY	\$444.00
Crushed aggregate	15 CY	40.50
River run gravel	95 CY	114.00
Quarry rock	155 CY	155.00
Bituminous premix	1 CY	10.00

NOTED
A. E. JOHNSON

NOTED
F. B. KLABOE



NOTED
JOM EDWARDS

RECEIVED
JAN 7 - 1972

FOR FILING

ER-239(1)
17699

November 29, 1971

Board of County Commissioners
Tillamook County
Courthouse
Tillamook, Oregon 97141

Attention: June Wagner
County Clerk

MISC CONTRACTS and
AGREEMENTS No. 4381

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering Emergency Relief Work on the Cape Mears Loop Road.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fla
Att.

cc H. S. Cox
(conf. agree. att.)

RECEIVED
NOV 1 1971

FOR FILES
ER-239(1)
7659

November 1, 1971

Gerritt & Thomas Construction
Route 1, Box 676
Dallas, Oregon 97338

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7659 for slide correction on the Cape Mearns Loop Road and Bay Ocean Road Section of JAS 616 in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Company
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Marchant
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
Rose Harris

RECEIVED
OCT 22 1971

FOR FILING

ER-237(1)
7659

October 21, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

4492

Dear Mr. Simpson:

Re: 08-35-EC/409.1

In your letter of October 6 you expressed concern about the delay in the restoration of the roadway at Thompson Slide on the Lewis and Clark River Road, FAS 608, in Clatsop County.

Initially, the County had intended to do all the repair work in this slide area with their own forces, but the added maintenance caused by the storm took them into their summer work. The County, in the meantime, solicited the assistance of privately owned equipment to perform the permanent work in the slide area. However, after evaluating the bids, the County realized they did not have the funds at this time for the additional work. They decided that they would have the permanent work done as a contract project.

Due to all these factors, the County did not submit their project request for the Thompson Slide until October 5. Now that the request has been approved by the Highway Commission, we will bring the project to contract as soon as possible.

Our letter to you of September 28 stated that all the temporary work on each of the ER projects is completed but not all of the permanent work. All the counties have been requested to submit their final billing as soon as possible.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
L. H. Young
H. S. Cox
J. B. Boyd

HR:ljt srb

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE October 6, 1971

In reply refer to: 08-35-EC /409.1

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: County ER Projects
January 1971 Storm Damage

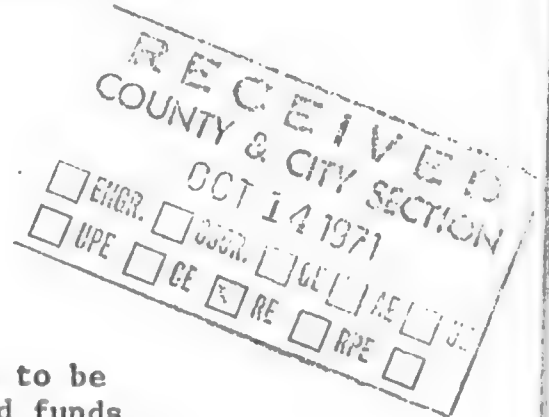
Mr. Cox's September 28 letter states that storm damage repair work on the Lewis and Clark River Road, FAS 608, Project ER 241(1) will not be completed until next spring.

Since this is emergency work, I strongly urge you to place it under contract as soon as possible. The nature of the work is such that it may be finished during the dry period this coming winter. It is recognized that the winter rains are not likely to cause additional slide damage, however, the present temporary alignment of the roadway does constitute an extreme traffic hazard which should be corrected as soon as possible.

Mr. Cox's letter indicates that work has been completed on the following projects:

- 1) Lower Nehalem River Road, ER 241(2)
- 2) Brownsmead Road, ER 241(3)
- 3) Youngs River Loop Road, ER 241(5)
- 4) Sixes River Road, ER 236(2)
- 5) S. Bank Rogue River, ER 236(2)
- 6) N. Bank Chetco River Road, ER 236(1)
- 7) Diamond Lake Road, ERFO 240(1)

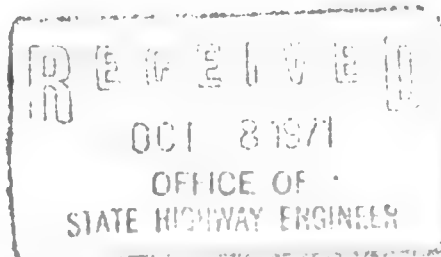
Please advise me of the final costs on these projects to be reimbursed with ER funds so that any excess programmed funds may be reprogrammed on other projects. Our final inspections of the completed projects will commence following receipt of the final costs.



10-14-71
REFERRED TO

Cox - P/O

By Asst. State Hwy. Engr.



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 21 1971

FOR FILING

ER-237(1)
7659

cc F. D. Igan
I. D. Merchant
J. B. Boyd
Ross Harris
Don Trout
William Geibel (SAIF)

October 15, 1971

Garrett & Thomas Construction
Route 1, Box 676
Dallas, Oregon 97338

Gentlemen:

The State Highway Commission on October 4, 1971, accepted your proposal for slide correction on the Cape Meares Loop Road and Bay Ocean Road Section of FAS 616 in Tillamook County and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7659.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin October 28, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Hand, Assistant Secretary

hl
Enclosures

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wa., & Portland, Ore.

DEPT. OF TRANSPORTATION
OCT 10 1971

FORM E-30
FOR FILING

U.S. DEPT. OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

ER-239(1)
7657

Salem, Oregon
October 4, 1971

SUBJECT:

To: MEMO TO FILE

Beaver Hill Hill ER-224(2)

Cape meares Loop Rd.
ER-239(1)

On October 1, Robert E. Simpson, Division Engineer, Federal Highway Administration, said that they would concur in two ERFO jobs for which bids were opened on September 30 as soon as federal funds were made available.

On this basis, I have asked Mr. Edwards to award both the projects.



R. L. Porter
State Highway Engineer

RLP:fn

- cc Tom Edwards
F. B. Klaboe
L. H. Young

11/1/71
Board of Commissioners
Tillamook County Courthouse
Tillamook, Oregon 97141

October 1, 1971

Gentlemen:

On September 30, 1971, a satisfactory bid was received from Garrett and Thomas Construction, Route 1, Box 676, Dallas, Oregon 97338, for the ER repair work on the Cape Meares Loop Road Section and the Bayocean Road Section, PAS 616.

Since the Federal Highway Administration will pay 100% of the cost of the construction items for these repairs, no deposit is required from the County. The contractor's bid plus engineering and contingencies is \$84,971.60.

Very truly yours,

H. S. Cox
County and City Engineer

By


Harold Reynoldson
Rural Program Engineer

HR:ljt

RECEIVED
OCT 6 - 1971

FOR FILING

9-30-71
COST ANALYSIS
PROJECTS BID SEPTEMBER 30, 1971

EA-237(1)	
Job	
No. 7659	Project Name

		Percent of Engineer's Estimate	Remarks
7	Memaloose S.R.A.	+20.5%	Bridge Section estimate.
11	Beaver Hill Fill Slide	+59.9%	The bid is reasonable. An error was made in the Engineer's estimate for Bid Item #3, General Excavation. The estimate was \$0.60 per cubic yard. The price should have been \$2.00 per C.Y. The General Excavation will be done by dragline in wet fall weather which justifies the \$2.00 price. The Estimate amount would be \$83,895. The amount of the bid over the Engineer's Estimate would be 4.6%.
12	Slide Correction, <u>Cape Meares</u> <u>Loop Road Section</u> and Bay <u>Ocean Road Section</u>	+13.7%	The bid is reasonable. The project estimate was reduced \$11,000 at the request of the Specification Unit to keep the project close to the \$65,000 funded for the project construction.

9-30-71

ELJ:fw

cc: Tom Edwards

A. E. Johnson

F. B. Klaboe

L. H. Young

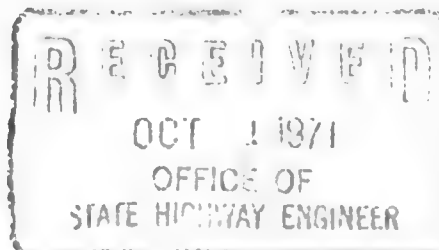
F. D. Morgan

John A. Bond

Cost Analysis Unit

Edgar L. Johnsen

Special Studies and Chief Cost Engineer



NOTED
TOM EDWARDS

SEP 22 1971

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ER-239(1)

STATE PROJECT NO.
CAPE MEANS AND BAY
OCEAN ROADS

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
TILLAMOOK

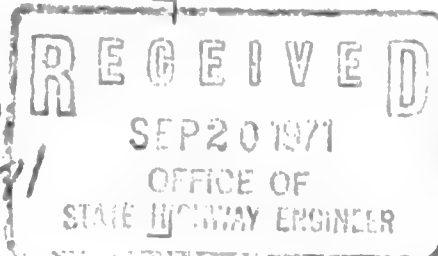
ITEM NO.
ER-27

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO

ER-239(1)
7659

R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON



DATE PS&E APPROVED

8-4-71

DATE AUTHORIZATION
EFFECTIVE

9-15-71

FEDERAL ROUTE NUMBER

FB SECONDARY ROUTE 616

STATE ROUTE NUMBER

COUNTY ROADS

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

THIS SUPPLEMENTS OUR AUGUST 4, 1971 LETTER OF APPROVAL AND AUTHORIZATION TO
ADVERTISE FOR BIDS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN

☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT

☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

REVISED PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE
APPROVED.

WE CONCUR THAT IT IS IN THE PUBLIC INTEREST TO COMPLETE THIS WORK WITHIN THIS
CONSTRUCTION SEASON, THEREFOR, WE APPROVE A TWO WEEK READVERTISEMENT PERIOD.

A SIGNED COPY OF THE REVISED TITLE SHEET IS RETURNED HERewith.

NOTED
F. B. KLABOE

VICED
TOM EDWARDS

DATE

9-17-71

SIGNATURE OF APPROVING OFFICIAL

TITLE
FOR

DIVISION ENGINEER

SEP 8 1971

ER-247(1)
7659

Cape Mearns Gap Rd.
Bay Area

September 2, 1971

Oregon State Highway Commission

Gentlemen:

Bids will be taken September 30, 1971, on the following projects. After each project is an explanation of our plans concerning establishment of footpaths and bicycle trails as set forth in House Bill 1700.

1. Malheur Safety Rest Area, Columbia River Highway.

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved. The project covers only the building of a well.

2. Patterson St.-Main Junction Section, Klamath Falls-Lakeview Highway.

Sidewalks are being provided throughout the length of this project.

3. S. W. Allen Boulevard at Western Avenue (Beaverton) Section, FAS 840.

This is an industrial park. No footpaths or bicycle trails are planned as it is deemed to be contrary to public safety, under which conditions footpaths and trails are not required under Section 2(2)(a), House Bill 1700. This is a traffic signal installation.

4. S. W. Erickson Avenue-S. W. Main Avenue (Beaverton) Section.

This project has existing sidewalks throughout, making additional construction unnecessary.

Oregon State Highway Commission

Page 2

September 2, 1971

5. S. E. McLoughlin Boulevard at S. E. Glen Echo Avenue (Gladstone) Section, Pacific Highway East.

Footpaths and bicycle trails were eliminated on this project under authority granted by Section 2 (2) (a), it being deemed such paths and trails would be contrary to public safety. This is a traffic signal installation.

6. Malheur River (Malheur Butte) Bridge, FAS 23-109.

Cancelled.

7. Mila Point 39.2 Slide Section, Sunset Highway.

No footpaths or bicycle trails planned for this project because of its isolation; and, since it does not connect with any existing community, the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

8. Cape Mazes Loop Road and Bay Ocean Road Slide Sections, FAS 615.

9. Sawyers Rapids and Elkton Slide Sections, Umpqua Highway.

Same as No. 7.

10. Seaver Hill Fill Slide Section, Oregon Coast Highway.

Same as No. 7.

11. Pieper Canyon Road-Bunker Hill Road Section, Happner Highway.

No footpaths or bicycle trails planned, as provided under Section 2 (2)(c). The sparsity of population indicates an absence of need for such paths and trails. This project does not connect with any existing community and there are only three residences within the project limits.

Oregon State Highway Commission
September 2, 1971
Page 3

12. Emigrant-Fraser (Pendleton) Couplet Section,
Pendleton-John Day Highway.

Sidewalks are provided throughout the project on both sides.

13. Country Club Road Interchange Section, Eugene-Springfield Highway.

Pedestrian signals and the necessary appurtenances to move both bicycle riders and pedestrians through the intersections are provided.

14. Cape Blanco State Park.

Bicycle trails are not included because of a lack of demonstrated need. Existing and proposed park roadways will be adequate to handle both bicycle and automobile use anticipated for the immediate future.

This matter will be on the agenda for the September 8 meeting and your approval is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Lloyd P. Shaw
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
L. H. Young
F. L. Hall
F. D. Morgan
D. G. Talbot
R. N. Bothman

RDA:ia fn

RECEIVED
SEP 22 1971

FOR FILE
7659

August 24, 1971

Board of County Commissioners
Tillamook County
Courthouse
Tillamook, Oregon 97141

Attention: June Wagner
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 4276

Gentlemen:

Attached for your records is a fully executed copy of a construction-finance agreement concerning construction of the Cape Meares-Lighthouse Section and Bayocean-Cape Meares Section on FAS 616.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Flm
Att.

cc H. S. Cox
(agree. att.)

RECEIVED
(Rev. 6-68)

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL AID 1
ER-239(1)

LETTER OF APPROVAL AND/OR AUTHORIZATION

FOR FILING

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
ER-27

STATE PROJECT NO.
CAPE MEARS AND BAY OCEAN

ROAD SECTION
COUNTY NAME
TOLLAMOOK

PROGRAM STAGE (Check)
☐ 1 ☒ 2

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

*Young
w/enc.
8-25-71*

DATE PS&E APPROVED

AUGUST 4, 1971

DATE AUTHORIZATION EFFECTIVE

AUGUST 4, 1971

FEDERAL ROUTE NUMBER

FAS ROUTE #616

STATE ROUTE NUMBER

COUNTY ROAD

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF \$500.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF \$250.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE
LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
PREPARATION

☒ OTHER (Specify) CONTRACTOR'S FLAGGING \$500.00
TEMPORARY EROSION CONTROL \$250.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF
BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE
AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JULY 6, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.
PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.
A SIGNED COPY OF THE TITLE SHEET IS RETURNED HERewith.

NOTED
TOM EDWARDS

DATE

8-20-71

SIGNATURE OF APPROVING OFFICIAL

TITLE

DIVISION ENGINEER

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

Copy to:- John Oaks
R.N. Chase
C.G. Swenson
J.B. Boyd Reg II

8-12-71

SUBJECT: Federal Aid Project No. ER - 239(1)

Highway No. FAS 616

Project Name Cape Meares-Lighthouse Section
Bayocean-Cape Meares Section
Bayocean Road

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Tillamook, Oregon,

this 12th day of July Aug, 1971.

TILLAMOOK County

RECEIVED	
COUNTY & CITY SECTION	
AUG 12 1971	
☒ ENGR.	☒ COMM.
☒ UPE	☒ RE
☐ CE	☐ RPD
☐ AE	☐ UE

J. J. Sugman
F. E. Knight Commissioner
Chas D. Bailey Commissioner

ER

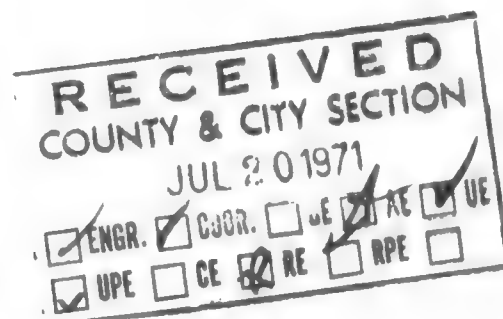
NOTE.... A PROMPT REPLY IS
URGENTLY NEEDED.....

July 16, 1971

(date)

Tillamook County Board of Commissioners
Courthouse
Tillamook, Oregon 97141

Attention: Hon. R. F. Brennan, Chairman



In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 616

E.R. Projects

Section Cape Meares-Lighthouse and Bayocean-Cape Meares: Slide Correction

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

7-19-71
(date)

By

R. F. Brennan

By

Commissioner

By

Chas D. Bailey
Commissioner

cc: L. H. Young
Attn: Duane Ridings

RECEIVED
JUL 20 1971
FOR FILING

EA-237(1)
7659

July 16, 1971

Oregon State Highway Commission

Gentlemen:

The flood and storm damage during January of this year caused extensive damage to highways at the following locations:

	<u>Estimated Cost</u>
Salt Creek Slide Sec., Willamette Highway, Lane County, M. P. 51.0-M.P. 51.6	Channel Revetment, Grading and Paving \$220,000
Cape Mearns Loop Rd. & Bay Ocean Rd. Sec., FAS 616, Tillamook County M.P. 1.5 & M.P. 5.2	Slide Correction, Grading and Paving 80,000

Each of these projects is eligible for 100 percent Federal-aid reimbursement under the Emergency Relief Program. The surveys and plans are completed and I recommend that the projects be let as soon as possible.

This matter will be on the agenda for your consideration at the July 27 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
E. S. Hunter
A. E. Johnson
Victor D. Wolfe
L. H. Young
V. E. Skoog
R. N. Bothman
J. B. Boyd
C. T. Keasey
(Program and Planning) fn

RECEIVED
JUN 29 1971

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT
FOR FILING

Memorandum

ER-239(1)

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Emergency Relief Program

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: June 22, 1971

In reply refer to: 08-35-EC/710.17

The Washington Office has approved effective June 8, 1971, the following emergency relief program item.

<u>Item</u>	<u>Project</u>	<u>Location</u>	<u>Work</u>
27.	ER-239(1)	Bayocean-Cape Meares Section	PE, Emergency Repairs & Reconstruction

In accordance with the findings of March 9, April 6, and June 8, an allotment of emergency funds was warranted under the provisions of Sections 120(f) and 125 of Title 23, U.S. Code, to provide for 100 percent financing of the cost of the repair and reconstruction, an allotment of \$14,200 appropriation code 098 funds has been made to our Regional Federal Highway Administrator to provide financing of the approved project.

6-28-71
REMARKED TO
Gormley
By *Gormley* ENCLOSURE

NOTED
JOM EDWARDS

RECEIVED
JUN 29 1971
FEDERAL HIGHWAY ADMINISTRATION



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 18 1971

FOR FILING

ER-239(1)
17659

May 17, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for Item 27, Project No. ER-239(1),
~~Bayoc~~-Cape Meares Section, which we desire to include in the Federal-
aid Emergency Relief Program occasioned by the January 1971 storms.

This is a Tillamook County project on FAS 616; county forces completed
the temporary repairs and the permanent restoration will be accomplished
by a regular contract.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attach.

DAR:ia

MONTHLY TRANSACTION NO.				FORM PR-1 (REV. 4-61)				FEDERAL-AID PR			
DATE SUBMITTED TO W.O.				5-17-71				(PPM 2)			
CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) Co. Rd. Oceanside N.E. 8.3 mi.				ADT	PRESENT 260	FUTURE 430	YEAR 91		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Temp. & Perm. Storm Repair				NATL. FOREST	FH ROUTE NO.	SUPV AGENCY	DA CLASSIF.	DA AREA	EMERG. YR. 71-1	PL. AUTH.
CARD 4	CLASS OF FEDERAL FUNDS Emergency Relief								COUNTY NAME Tillamook		
NAME OF URBAN AREA								ROUTE NO. S	FEDERAL-AID 616		
ESTIMATED PROJECT COST											
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	
	1				PE		Co. Rd. Oceanside N.E. 8.3 mi.	0.13	4,700	4,700	
	5				Stage 2						
	5				ROW						
	5				CONST		(Bayocean-Cape Heares Section)	8.3*	9,500	9,500	
					(CODE) 6201			0.13	41,000	(41,000)	
					Temp. Stage 2, Perm. Stage 1				55,200	14,200	
CARD 1 CODE 1 PREPARED BY							PROJECT TOTALS				
1 14 PROGRAM APPROVAL DATES											

heavy

*Inte

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

FUTURE YEAR		REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
450		91	08	Oregon	35	098 27
(68)		(70) (71) (72)		(2)	(3) (4) (5) (14) (18)	
EMERG. YR.		PL. AUTH YR.	PROJECT NUMBER		I. Projects Only	
71-1			PREFIX LETTER (S)	NUMBER	SEQ. NO.	POST MI. DESIG.
(71) (72)		(73) (74) (75) 14	ER	239	(1)	
			23 7		13 (24) (28)	27
COUNTY NAME			CODE	PROGRAM STAGE		
Tillamook			057 (16)			
ROUTE NO. S	FEDERAL-AID	STATE	U.S.	1 OR 2		
616		Co. Rd.	(32) (36) (37)	(41) X		
ESTIMATED PROJECT COST BY PHASES				CHARACTER OF PROPOSED WORK (Full description)		
FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS				
(67)	(78)					
4,700				P.E., P.S. & E Prep., temp. & perm storm repair; 2-10' travel lanes of H.T. pave, with 2' shoulders.		
9,500 (41,000)				(This work is to be done by county forces and regular contract.)		
14,200						
(23) (24)		(33) REMARKS				
This work is necessary because of unusually heavy rain and wind causing flooding which began Jan. 14, 1971.						
*Intermittent Sections				-over-		

Existing Facility: The present facility consists of 2-10' travel lanes of bituminous macadam with 3' gravel shoulders.

Project Data: This county route had storm damage from M.P. 1.5 to M.P. 9.8. There are two areas with large slides M.P. 1.5 (400 feet in length) and M.P. 5.6 (300 feet in length); we plan to restore these two areas by regular contract methods.

Temporary repairs for the project (M.P. 1.5 to M.P. 9.8) consist of debris removal caused by high winds and miscellaneous slide removal throughout the project caused by oversaturation of the ground from the severe rain storm.

Temporary repair costs estimate:

Labor	\$5,400
Equipment rental	3,800
Material	300
Total	\$9,500

Permanent restoration will be by regular contract for the two sections as follows:

Cape Meares Loop Road Section
M.P. 5.6 (300 lin.ft.)

At this point of the route the road passes through the top portion of a large lineal slide and this slippage was caused by flood erosion of the toe combined with the oversaturation of the earth. Major work items generating the contract cost for this area will be embankment construction, place a 36" culvert pipe at the toe of the fill, rounding cutbanks, seeding and mulching, base and shoulder rock and surfacing with asphaltic concrete for a roadway width of 2-10' travel lanes with 2' paved shoulders.

ES SECTION

ROAD FAS 616

Permanent restoration cost estimate at M.P. 5.6:

Restoration estimate \$13,000

Bayocean-Cape Meares Section
M.P. 1.5 (400 lin.ft.)

At this mile point, a massive lineal surface slide has moved the roadway about 4 feet to the right of center line. Oversaturation of the earth caused the face of a large cliff some 400 feet left of the road to peel off and with the weight of the timber and earth debris combined with the weight of rainwater triggered this surface slide. The bottom of the slide will be removed to restore alignment and retain the road in the right-of-way. Other construction items will be drainage system, rock inlay, clearing, base and shoulder rock, seeding and mulching, rounding cutbanks and surfacing with asphalt concrete for a roadway width of 2-10' travel lanes with 2' paved shoulders.

Permanent restoration cost estimate at M.P. 1.5:

Restoration estimate \$28,000

A public hearing is not required for this project under Par. 3c of PPM 20-8 as this work is necessary because of the natural disaster concurred in by the Federal Highway Administrator.

State Clearinghouse review is exempt by working agreement with the State Executive Department dated February 9, 1971.

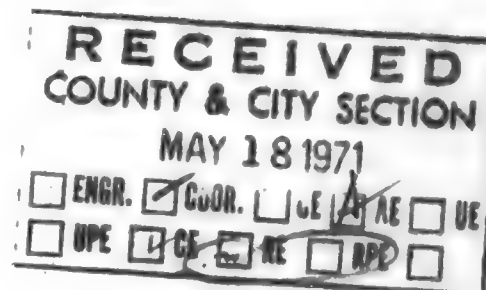
OREGON STATE HIGHWAY DEPARTMENT AUTHORITY FOR SURVEY

ER

Section Cape Meares-Lighthouse Slide Date May 12, 1971
 Highway FAS 616 Authorization No. 1
 County Tillamook Region 2 Survey Prefix 538-1124
 (Assigned by Salem office)

Description of termini, route, length, etc.:

M. P. 5.6.



Purpose of survey:

Hydraulic study, plans, specifications and estimate for slide correction.
 E. R. project.

ER-239(1)

Estimate of cost:	Field	(901)	1,000
	Plans	(905)	100
	Soils	(910)	200
	Hydraulics	(918)	200
	Specifications	(921)	100

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . \$ 1,600.00

Previous authorization . . .

Additional authorization requested . . .

Additional authorization approved (Salem) . . .

Total all authorizations approved (Salem) . . .

Requests made by:

P. L. CarstensenLocation Office Engr. Field Engineer

Recommended for Approval:

Division Engineer

Recommended for Approval:

[Signature]Design Construction Engineer

Approved:

[Signature]Asst State Highway Engineer

State Printing

PROGRAM & PLAN. DIV.

P. E. APPR. 1-14-71FED. - AID ER STATE

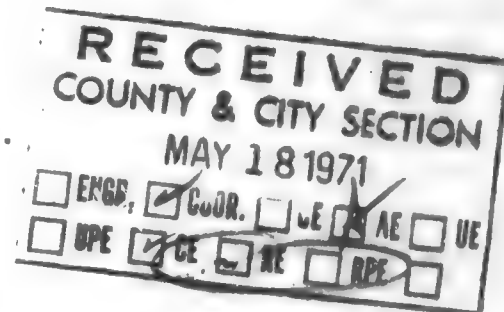
OREGON STATE HIGHWAY DEPARTMENT AUTHORITY FOR SURVEY

ER

Section Bayoccan-Cape Meares Slide Date May 12, 1971
 Highway FAS 616 Authorization No. 1
 County Tillamook Region 2 Survey Prefix 538-1125
 (Assigned by Salem office)

Description of termini, route, length, etc.:

M. P. 1.5.



Purpose of survey:

ER-239(1)

Prepare plans, specifications and estimates for slide correction. E.R. project.

Estimate of cost:

Field	(901)	1,000
Plans	(905)	200
Soils	(910)	1,300
Specifications	(921)	100

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey \$ 2,600.00

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

P. L. CarstensenLocation Office Engr. Field Engineer

Recommended for Approval:

Recommended for Approval:

[Signature]

Design

Construction Engineer

Approved:

[Signature]

ASST

State Highway Engineer

State Printing

PROGRAM & PLAN. DIV.

P. E. APPR. 1-14-71FED. - AID ER STATE

APR 27 1971

ER-239(1)

7659

April 27, 1971

Oregon State Highway Commission

Gentlemen:

The attached tabulation describes a proposed Emergency Relief project in Tillamook County.

Tillamook County is requesting an Emergency Relief assistance project to correct and repair two slides on the Bayview Road (VAS 616). These slides were caused by the rain storm which occurred near the end of January 1971. The total estimated cost of this project is \$41,000. The Federal Highway Administration will finance 100 percent of the costs of the project.

Since these slides are on a route on the Tillamook County VAS road system, Tillamook County is eligible for the use of emergency relief funds.

This matter will be on the agenda for the May 4 meeting and we recommend your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

Attach.

cc Floyd Query
R. L. Porter
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
L. H. Young
V. E. Skoog

H. S. Cox
R. D. Asburry

HR:ljt fn

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
April 26, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Proposed ER (Emergency Relief) Project

Attached are 12 copies of the tabulation, with map attachments, describing two slide areas in Tillamook County.

Tillamook County is requesting ER funds for a project to correct two slides on the Bayocean Road, FAS 616. The total estimated cost of this project is \$41,000. According to a Federal Highway Administration letter dated April 14, 1971, they will pay 100% of the cost of the repairs.

If satisfactory, this project should be presented to the Highway Commission for approval at the May 4, 1971 meeting. A draft of a suggested letter to the Highway Commission is attached.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

Att.



TILLAMOOK COUNTY
Proposed Project (ER Funds)

*FAS 616: Cape Meares-Lighthouse Section. Slide correction, drainage and restoration of roadway. M.P. 5.6. 300 feet, \$13,000.

This project will restore the fill and reconstruct the roadway to two 10-foot travel lanes and 2-foot shoulders. The roadway, including the shoulders, is to be paved full width with AC. To prevent future eroding, a 36-inch pipe is to be placed at the toe of the fill. Slopes are to be seeded and mulched, and the cut banks rounded. Timber is to be reserved for the owner.

Utilities are involved.

State to make survey, hydraulic study and plans.

County will acquire the additional right-of-way and will do the striping.

*FAS 616: Bayocean-Cape Meares Section. Slide correction and roadway restoration. M.P. 1.5. 400 feet, \$28,000.

This project will include removal of slide material and debris, place rock at the toe of the slide for counter balance, along with a drainage system. Also included will be straightening and restoring the roadway to two 10-foot travel lanes with 2-foot shoulders. To be paved with AC the full 24 feet. Slopes are to be seeded and mulched and cut banks rounded. Timber to be reserved for the owner.

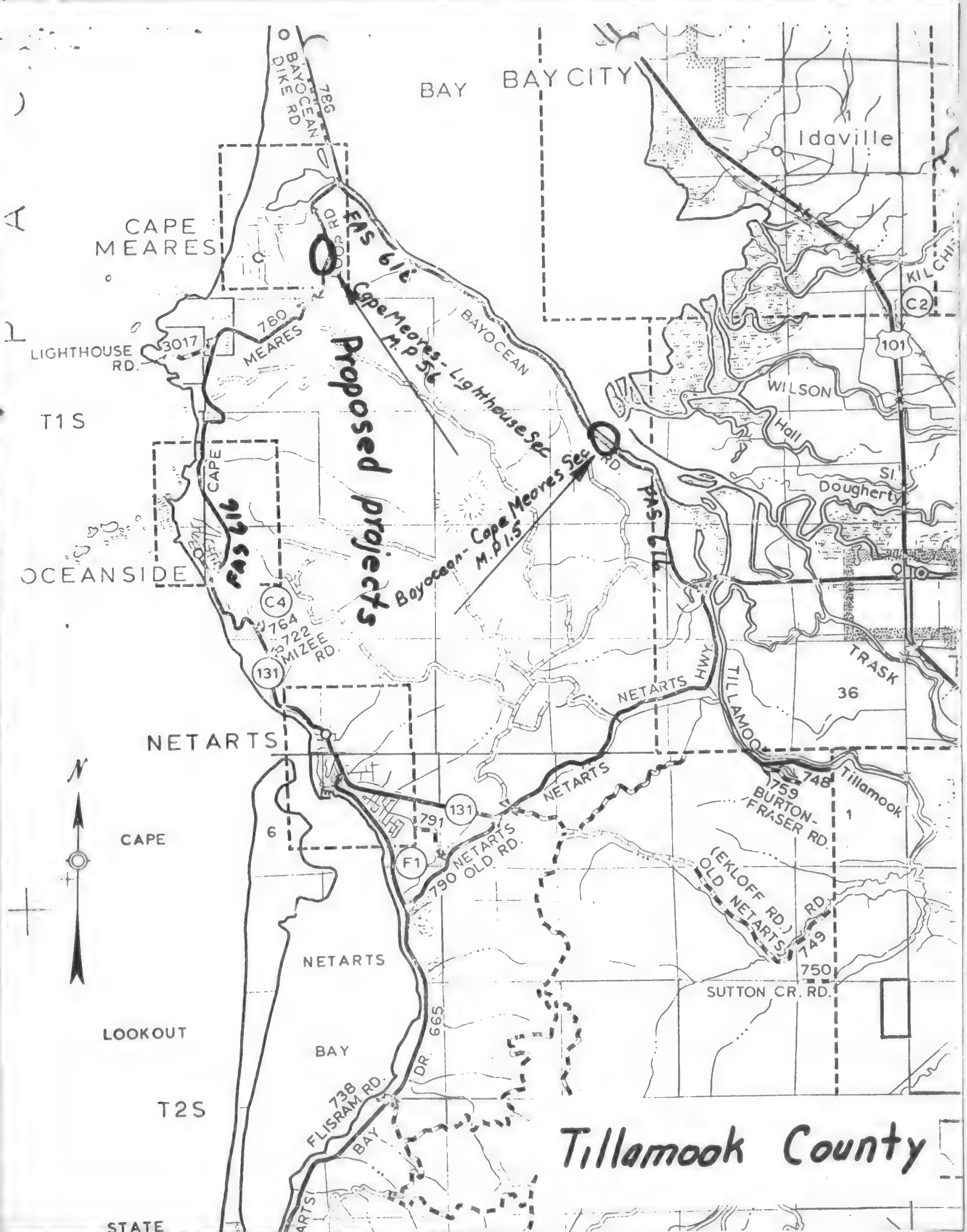
Utilities are involved.

State to make survey and plans along with a geological survey.

County to acquire the additional right-of-way and will do the striping.

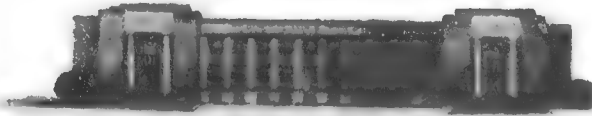
*NOTE: State will collect preliminary engineering costs from the Federal Government.

ER/FAS-C/71-1
4/26/71



Tillamook County

BOARD OF COMMISSIONERS
R. F. BRENNAN
F. E. KNIGHT
CHAS. O. BAILEY



TILLAMOOK COUNTY BOARD OF COMMISSIONERS
P. O. Box 266
TILLAMOOK, OREGON 97141

April 16, 1971

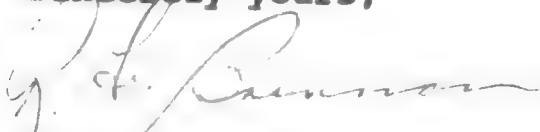
Mr. H. S. Cox
County-City Engineer
State Highway Division
Salem, Oregon 97310

Dear Mr. Cox:

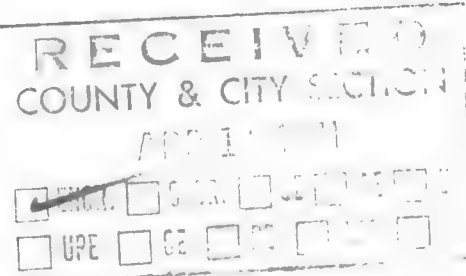
We enclose County Road FAS-C Project Requests on
FAS No. 616.

We request a geological survey on the Bayocean to
Cape Meares project and a hydraulic study on the
Cape Meares to Lighthouse project.

Sincerely yours,


R. F. Brennan
Chairman

Enc. 4



COUNTY ROAD FAS-C PROJECT REQUEST

Name of County TILLAMOOK FAS No. 616 Date 4/13/1971
 County Road Name Bayoccean Road
 Section Name Bayoccean to Cape Meares Length 1.00 feet
 Type of Project L. R. Slide
 Location of Project (Attach sketch map) _____
 ADT 550 Road Class 211FDD Design Speed 45

Is this request for county bridge design only? Yes _____ No X
 or for County FAS bridge design? Yes _____ No X

I. ROAD PROJECT DATA

To include geological survey

MP 1.5

1. Traveled Surface: Type AC Width 20
2. Shoulders: Type Rock Width 2
 (NOTE: Oiled or paved shoulders required on all Class E or higher projects.)
3. Grading & Drainage:
 By County No County Date of Completion _____ By Contract Yes
4. Bottom Base Course:
 By County No County Date of Completion _____ By Contract Yes
 Has base design been given to County? Yes _____ No X
 Will it be furnished? Yes _____ No X
5. Leveling Course:
 By County No County Date of Completion _____ By Contract Yes
6. Binder Course:
 By County Yes County Date of Completion _____ By Contract _____
7. Traveled Surface & Shoulders:
 By County Yes County Date of Completion _____ By Contract _____
8. Clearing:
 By County No County Date of Completion _____ By Contract Yes
9. Curbs:
 Curbs Required? Yes _____ No X
 Type Desired (rolled, exposure, monolithic, special county standard, etc.) _____
 Width between curbs _____
10. Are AC footpaths behind curbs desired? Yes _____ No X
11. Are there any structures to be replaced or altered? Yes _____ No X
12. Will replacement be by: County _____ Contract _____
 (NOTE: If by contract, fill out bridge project data on pages 2,3, and 4)

RECEIVED
 COUNTY & CITY SECTION

APR 14 1971

☐ ENG. ☐ DES. ☐ SURV. ☐ MAPPING
☐ UPE ☐ CE ☐ ☐ ☐

13. Will County adjust structure to new grade? Yes _____ No X
14. Will County adjust structure to additional width? Yes _____ No X
15. Will adjusted width be standard? Yes X No _____
(NOTE: Standard width of structure is traveled way plus full shoulders, with a suggested minimum of 28 feet. If structure is of sub-standard width, County must sign same to satisfaction of Federal Highway Administration.)
16. Does County wish rounding of cutbanks? Yes X No _____
17. Does County wish sight posts installed? Yes _____ No X
18. Does County wish State to permanently strip project? Yes _____ No X
19. Will County do striping? Yes X No _____
20. Does County wish guardrail installed? Yes _____ No X
By County _____ Contractor _____
(NOTE: Guardrail must be installed before FHWA will accept completed project.)
21. Does County wish seeding and mulching incorporated into job?
Yes X No _____
22. Can road be closed during construction? Yes _____ No X
Are special arrangements necessary? If so, explain.
23. Detour: Required? Yes _____ No X
By County? Yes _____ No _____
By Contractor? Yes _____ No _____
24. Will traffic signals be required? Yes _____ No X
If yes, give location and type: _____
25. Is project contingent upon other factors? Yes _____ No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: _____

Remarks re Section I: _____

II. BRIDGE PROJECT DATA

1. Name of river or stream _____
2. Name of bridge _____

3. Location (please attach map with location marked): _____
Section _____ Township _____ Range _____ W.M. _____
4. Desired width of bridge _____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders, with suggested minimum of 28 feet.)
5. Are sidewalks desired? Yes _____ No _____
Upstream _____ Downstream _____ Width _____
6. Does County wish a particular type of bridge design? Yes _____ No _____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc. _____

7. Will County furnish any materials for bridge? Yes _____ No _____
Explain _____

8. Foundation Testing: By County? Yes _____ No _____
By State? Yes _____ No _____
9. Can road be closed during construction? Yes _____ No _____
Are special arrangements necessary? If so, explain. _____
10. Detour: Required? Yes _____ No _____
By County? Yes _____ No _____
By Contractor? Yes _____ No _____
11. Approaches or Connections: By County? Yes _____ No _____
By Contractor? Yes _____ No _____
Traveled surface: Type _____ Width _____
Shoulders: Type _____ Width _____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)
12. Guardrail: Desired on approaches or connections: Yes _____ No _____
By County _____ Contractor _____
Right side only? Yes _____ No _____
Both sides? Yes _____ No _____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.
13. Existing Structure: Remain in place? Yes _____ No _____
Use for detour? Yes _____ No _____
Removed by County? Yes _____ No _____
Removed by Contractor? Yes _____ No _____
Salvaged by Contractor for County? Yes _____ No _____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

14. If riprap or rock blanket required, to be:

By County? Yes _____ No _____
By Contractor? Yes _____ No _____

15. Will any of the following utilities be attached to this structure?

a. Water mains: Yes _____ No _____ Size _____
Company _____
b. Sanitary sewer mains: Yes _____ No _____ Size _____
Company _____
c. Storm sewer: Yes _____ No _____ Size _____
Company _____
d. Gas mains: Yes _____ No _____ Size _____
Company _____
e. Power lines: Yes _____ No _____ Size _____
Company _____
f. Telephone lines: Yes _____ No _____ Size _____
Company _____
g. Other Utilities: _____

16. Does County wish provisions made for future utility attachment to structure? Yes _____ No _____

17. Does County wish lightpost bases and conduit installed? Yes _____ No _____

18. Does County wish complete job of illumination in project? Yes _____ No _____

19. Is project contingent upon other factors? Yes _____ No _____
(Such as construction and timing, cooperative project by County,
tie-in with outside projects, etc.)
If yes, explain: _____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
By State? Yes _____ No _____
By County? Yes _____ No _____
(Note: If project is canceled, County must pay for survey.)
2. Does County have any survey data? Yes _____ No _____
3. Construction plans and specifications to be prepared:
By State? Yes X _____ No _____
By County? Yes _____ No _____
4. Does County desire center line to be permanently monumented as part of project? Yes _____ No X _____
5. Does County desire right-of-way to be permanently monumented as part of project? Yes _____ No X _____
(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60 Minimum
2. Is any additional right-of-way needed? Yes X No
3. Will right-of-way be acquired by: Resolution or Deed Easement
4. Should State prepare options? Yes No X
5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes No X
6. Should material source site be included in right-of-way descriptions? Yes X No
7. Is there any merchantable timber on right-of-way? Yes No X
8. Will timber be reserved for owner? Yes X No
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.
9. Will timber become property of contractor? Yes No X
10. Is a hearing necessary? Yes No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)
11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes No X
If yes, give type and name of utility company:
12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No
If yes, give type and name of utility company: Electric(PUD)
Telephone(PNWB)
13. Are utilities on existing right-of-way by permit X or by franchise
(NOTE: County must move all utilities on present right-of-way.)
14. Are there any irrigation facilities: Yes No X
If yes, give name of irrigation company or district
and dates between which water can be turned off: From
To
15. Are there any railroad crossings? Yes No X
16. Name of Railroad
17. Number of tracks: Mainline Siding Total

18. Sight Distance: _____ (Left) _____ (Right)
19. Number of Trains: Passenger _____ Speed _____
Freight _____ Speed _____
20. Angle of Intersection: _____
21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____
22. Existing Protection:
Advance warning signs _____ Automatic flashing _____ Stop signs _____
Crossbucks _____ Automatic bell _____ Gates _____
23. Proposed Protection: _____
24. Are there to be stopping lanes for buses and trucks, etc.
Yes _____ No _____
25. Will railroad crossing be altered: Yes _____ No _____
If yes, specify: _____
26. Traffic Control Signing:
To be part of project? Yes _____ No _____
By County? Yes _____ No _____
By State at County expense? Yes _____ No _____
(NOTE: These signs must be in place prior to acceptance.)
27. Striping:
To be part of project? Yes _____ No _____
By County? Yes _____ No _____
By State at County expense? Yes _____ No _____
28. Does County wish State to prepare P.U.C. hearing data? Yes _____ No _____
29. Will P.U.C. application be made by State _____ or County _____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)
30. Will there be any displaced persons from farms, homes, or business
requiring relocation assistance? Yes _____ No _____
(NOTE: No property owner shall be required to move from his home, farm,
or business without at least 90 days' written notice prior to
the intended vacation date.)

Remarks re Section IV _____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry X Cinders _____
2. Owner: County X State _____ Private _____ Other _____
3. Location: TILLAMOOK Section 36 Township 2 Range 11W W.M.
4. If County lease, what are royalty payments? County Owned--no royalty payments
5. Materials furnished by County: Borrow X Select Topping _____
Base Course _____ Level Course _____ Mineral Agregates _____
Location _____
Miscellaneous Items _____

Remarks re Section V County will quarry rock at quarry site. Paving will be done by County.

VI. FINANCIAL DATA

1. Estimated Cost: \$ _____
2. Available FAS Funds \$ _____
3. Date match money is available _____
4. Will there be any 100% County money? Yes _____ No _____
5. Maximum amount of 100% County money available: \$ _____
6. Date County requests letting: _____

Remarks re Section VI Financed----60-20-20

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is not complete without an attached exhibit showing location of project.

By [Signature]
County Judge or Comm. Chairman

By [Signature]
County Commissioner

By [Signature]
County Commissioner

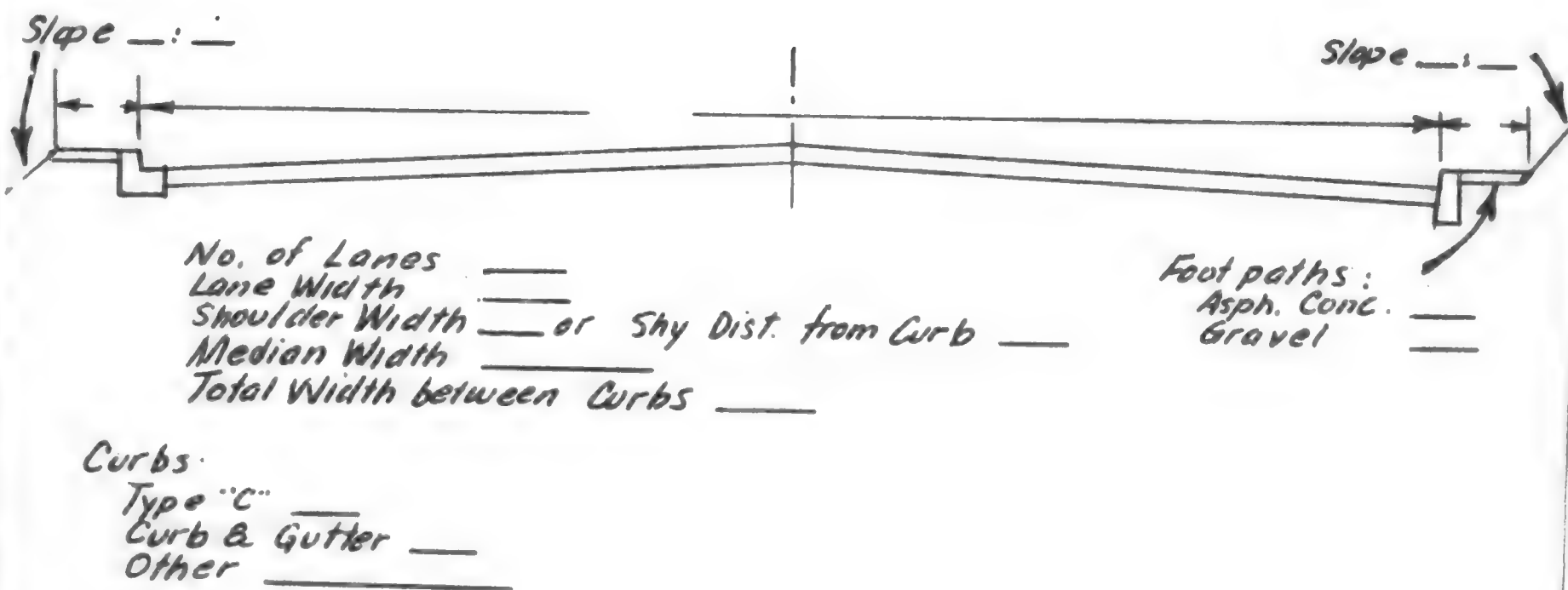
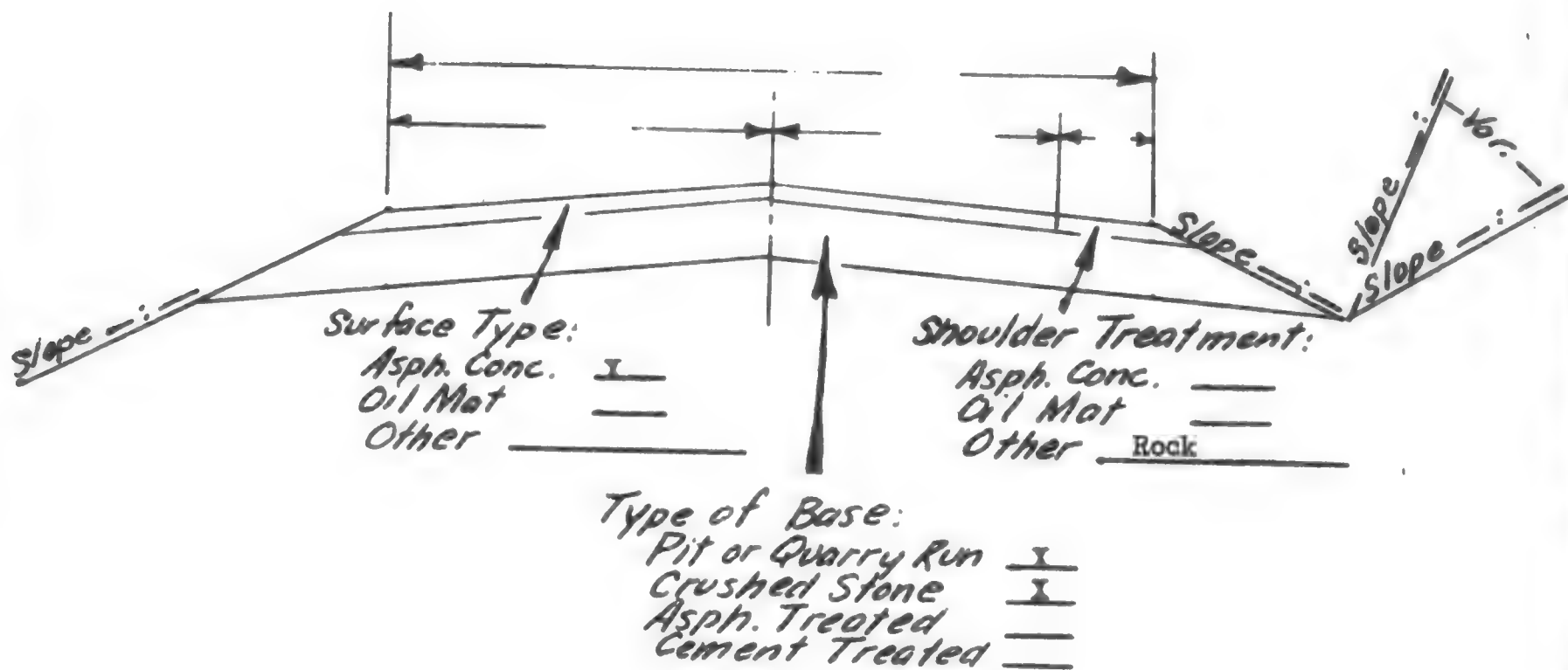
O.S.H.D. Field Engineer

By [Signature]
County Engineer or Roadmaster

Date _____

County Tillamook
Date 4-16-71

TYPICAL SECTION



COUNTY ROAD FAS-C PROJECT REQUEST

Name of County TILLAMOOK FAS No 616 Date 4/13/1971
 County Road Name Bayocean Road (Cape Meares Road)
 Section Name Cape Meares to Lighthouse Length 300 feet
 Type of Project E. R. Slide
 Location of Project (Attach sketch map)
 ADT 550 Road Class 211FDD Design Speed 45

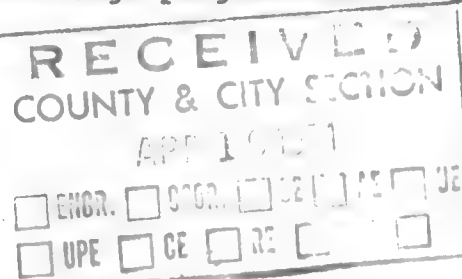
Is this request for county bridge design only? Yes _____ No X
 or for County FAS bridge design? Yes _____ No X

I. ROAD PROJECT DATA

To include Hydraulic Study

MP 5.6

1. Traveled Surface: Type AC Width 20 feet
2. Shoulders: Type Rock Width 2 feet
 (NOTE: Oiled or paved shoulders required on all Class E or higher projects.)
3. Grading & Drainage:
 By County No County Date of Completion _____ By Contract Yes
4. Bottom Base Course:
 By County No County Date of Completion _____ By Contract Yes
 Has base design been given to County? Yes _____ No X
 Will it be furnished? Yes _____ No X
5. Leveling Course:
 By County No County Date of Completion _____ By Contract Yes
6. Binder Course:
 By County Yes County Date of Completion _____ By Contract No
7. Traveled Surface & Shoulders:
 By County Yes County Date of Completion _____ By Contract No
8. Clearing:
 By County No County Date of Completion _____ By Contract Yes
9. Curbs:
 Curbs Required? Yes _____ No X
 Type Desired (rolled, exposure, monolithic, special county standard, etc.) _____
 Width between curbs _____
10. Are AC footpaths behind curbs desired? Yes _____ No X
11. Are there any structures to be replaced or altered? Yes _____ No X
12. Will replacement be by: County _____ Contract _____
 (NOTE: If by contract, fill out bridge project data on pages 2,3, and 4)



13. Will County adjust structure to new grade? Yes _____ No X
14. Will County adjust structure to additional width? Yes _____ No X
15. Will adjusted width be standard? Yes X No _____
 (NOTE: Standard width of structure is traveled way plus full shoulders, with a suggested minimum of 28 feet. If structure is of sub-standard width, County must sign same to satisfaction of Federal Highway Administration.)
16. Does County wish rounding of cutbanks? Yes X No _____
17. Does County wish sight posts installed? Yes _____ No X
18. Does County wish State to permanently strip project? Yes _____ No X
19. Will County do striping? Yes X No _____
20. Does County wish guardrail installed? Yes _____ No X
 By County _____ Contractor _____
 (NOTE: Guardrail must be installed before FHWA will accept completed project.)
21. Does County wish seeding and mulching incorporated into job?
 Yes X No _____
22. Can road be closed during construction? Yes _____ No X
 Are special arrangements necessary? If so, explain.
23. Detour: Required? Yes _____ No X
 By County? Yes _____ No _____
 By Contractor? Yes _____ No _____
24. Will traffic signals be required? Yes _____ No X
 If yes, give location and type: _____
25. Is project contingent upon other factors? Yes _____ No X
 (Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
 If yes, explain: _____

Remarks re Section I: _____

II. BRIDGE PROJECT DATA

1. Name of river or stream _____
2. Name of bridge _____

3. Location (please attach map with location marked): _____
Section _____ Township _____ Range _____ W.M.
4. Desired width of bridge _____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders, with suggested minimum of 28 feet.)
5. Are sidewalks desired? Yes _____ No _____
Upstream _____ Downstream _____ Width _____
6. Does County wish a particular type of bridge design? Yes _____ No _____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc. _____

7. Will County furnish any materials for bridge? Yes _____ No _____
Explain _____

8. Foundation Testing: By County? Yes _____ No _____
By State? Yes _____ No _____
9. Can road be closed during construction? Yes _____ No _____
Are special arrangements necessary? If so, explain.
10. Detour: Required? Yes _____ No _____
By County? Yes _____ No _____
By Contractor? Yes _____ No _____
11. Approaches or Connections: By County? Yes _____ No _____
By Contractor? Yes _____ No _____
Traveled surface: Type _____ Width _____
Shoulders: Type _____ Width _____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)
12. Guardrail: Desired on approaches or connections: Yes _____ No _____
By County _____ Contractor _____
Right side only? Yes _____ No _____
Both sides? Yes _____ No _____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.
13. Existing Structure: Remain in place? Yes _____ No _____
Use for detour? Yes _____ No _____
Removed by County? Yes _____ No _____
Removed by Contractor? Yes _____ No _____
Salvaged by Contractor for County? Yes _____ No _____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

14. If riprap or rock blanket required, to be:

By County? Yes _____ No _____
By Contractor? Yes _____ No _____

15. Will any of the following utilities be attached to this structure?

- a. Water mains: Yes _____ No _____ Size _____
Company _____
- b. Sanitary sewer mains: Yes _____ No _____ Size _____
Company _____
- c. Storm sewer: Yes _____ No _____ Size _____
Company _____
- d. Gas mains: Yes _____ No _____ Size _____
Company _____
- e. Power lines: Yes _____ No _____ Size _____
Company _____
- f. Telephone lines: Yes _____ No _____ Size _____
Company _____
- g. Other Utilities: _____

16. Does County wish provisions made for future utility attachment to structure? Yes _____ No _____

17. Does County wish lightpost bases and conduit installed? Yes _____ No _____

18. Does County wish complete job of illumination in project? Yes _____ No _____

19. Is project contingent upon other factors? Yes _____ No _____
(Such as construction and timing, cooperative project by County,
tie-in with outside projects, etc.)
If yes, explain: _____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:

By State? Yes _____ No _____

By County? Yes _____ No _____

(Note: If project is canceled, County must pay for survey.)

2. Does County have any survey data? Yes _____ No _____

3. Construction plans and specifications to be prepared:

By State? Yes X No _____

By County? Yes _____ No _____

4. Does County desire center line to be permanently monumented as part of project? Yes _____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes _____ No X

(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60 Minimum _____
2. Is any additional right-of-way needed? Yes X No _____
3. Will right-of-way be acquired by: Resolution _____ or Deed _____ Easement _____
4. Should State prepare options? Yes _____ No X
5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes _____ No X
6. Should material source site be included in right-of-way descriptions? Yes X No _____
7. Is there any merchantable timber on right-of-way? Yes _____ No X
8. Will timber be reserved for owner? Yes X No _____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.
9. Will timber become property of contractor? Yes _____ No X
10. Is a hearing necessary? Yes _____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)
11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes _____ No X
If yes, give type and name of utility company: _____
12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No _____
If yes, give type and name of utility company: Electric(PUD)
Telephone(PNWB)
13. Are utilities on existing right-of-way by permit X or by franchise _____
(NOTE: County must move all utilities on present right-of-way.)
14. Are there any irrigation facilities: Yes _____ No X
If yes, give name of irrigation company or district _____
and dates between which water can be turned off: From _____
To _____
15. Are there any railroad crossings? Yes _____ No X
16. Name of Railroad _____
17. Number of tracks: Mainline _____ Siding _____ Total _____

18. Sight Distance: _____ (Left) _____ (Right)
19. Number of Trains: Passenger _____ Speed _____
Freight _____ Speed _____
20. Angle of Intersection: _____
21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____
22. Existing Protection:
Advance warning signs _____ Automatic flashing _____ Stop signs _____
Crossbucks _____ Automatic bell _____ Gates _____
23. Proposed Protection: _____
24. Are there to be stopping lanes for buses and trucks, etc.
Yes _____ No _____
25. Will railroad crossing be altered: Yes _____ No _____
If yes, specify: _____
26. Traffic Control Signing:
To be part of project? Yes _____ No _____
By County? Yes _____ No _____
By State at County expense? Yes _____ No _____
(NOTE: These signs must be in place prior to acceptance.)
27. Striping:
To be part of project? Yes _____ No _____
By County? Yes _____ No _____
By State at County expense? Yes _____ No _____
28. Does County wish State to prepare P.U.C. hearing data? Yes _____ No _____
29. Will P.U.C. application be made by State _____ or County _____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)
30. Will there be any displaced persons from farms, homes, or business
requiring relocation assistance? Yes _____ No _____
(NOTE: No property owner shall be required to move from his home, farm,
or business without at least 90 days' written notice prior to
the intended vacation date.)

Remarks re Section IV _____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry X Cinders _____
2. Owner: County X State _____ Private _____ Other _____
3. Location: Tillamook Section 36 Township 2 Range 11W W.M.
4. If County lease, what are royalty payments? County owned--no royalty payments
5. Materials furnished by County: Borrow X Select Topping _____
Base Course _____ Level Course _____ Mineral Agregates _____
Location _____
Miscellaneous Items _____

Remarks re Section V County will give quarry rock at quarry site. Paving will be done by County.

VI. FINANCIAL DATA

1. Estimated Cost: \$ _____
2. Available FAS Funds \$ _____
3. Date match money is available _____
4. Will there be any 100% County money? Yes _____ No _____
5. Maximum amount of 100% County money available: \$ _____
6. Date County requests letting: _____

Remarks re Section VI Financed---60-20-20 100% FAS Funds

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is not complete without an attached exhibit showing location of project.

O.S.H.D. Field Engineer _____

Date _____

By [Signature]
County Judge or Comm. Chairman

By [Signature]
County Commissioner

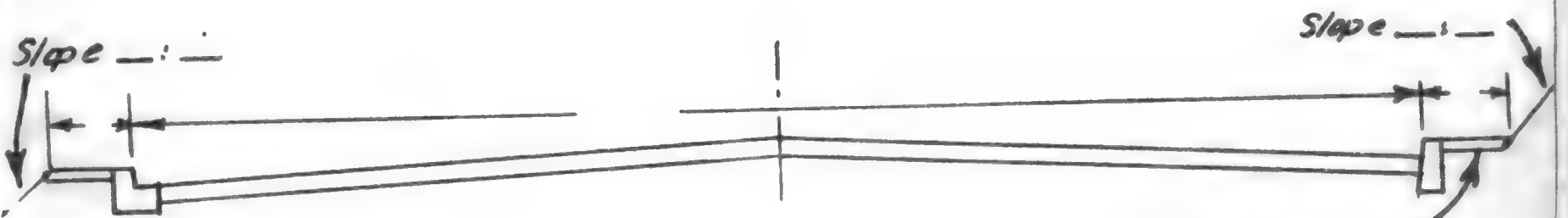
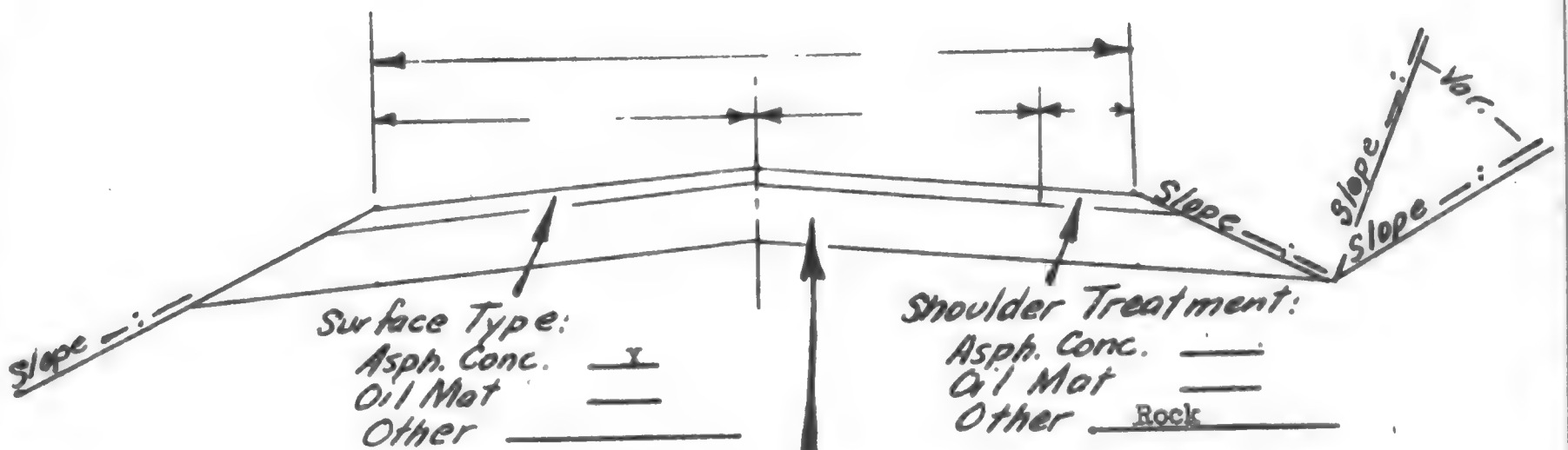
By [Signature]
County Commissioner

By [Signature]
County Engineer or Roadmaster

County Tillamook

Date 4-16-74

TYPICAL SECTION



No. of Lanes
 Lane Width
 Shoulder Width or Shy Dist. from Curb
 Median Width
 Total Width between Curbs

Foot paths:
 Asph. Conc. ☐
 Gravel ☐

Curbs:
 Type "C" ☐
 Curb & Gutter ☐
 Other ☐



Tillamook County

FEDERAL HIGHWAY ADMINISTRATION

Salen OP 97308

April 8, 1971

Files

409.1

T. P. Lowe, Ass't Engr Coord

ER Funds January 15, 1971, Storm

At the request of Tillamook County officials I accompanied Bob Prange and Bill Fretwell of the OSND to re-evaluate the slide damage done to the Bay Ocean Road, PAS 616, at MP 1.5 and 5.6 respectively. Our original estimate recommended that corrective work for the slide at MP 1.5 to be deterred until the dry season. We felt that starting to work during the wet season could reactivate the slide. Apparently some of the local citizens were disturbed that no work has been performed to date.

The following officials attended an on-site inspection:

Bob Prange, OSND, Rural Engineer
Bill Fretwell, Region 2 Geologist, OSND
R. E. Breneman, County Commissioner
Charles D. Bailey, County Commissioner
Jesse Tibbets, County Roadmaster

Both slides have moved slightly since the original inspection on February 3. Bill Fretwell recommended that a geological study be made of the slide at MP 1.5 to determine the depth of the slide and overall magnitude. Without any further information he concurred with the estimate that we made on February 3 and attached to our memorandum of February 10. At MP 5.6 the road has slumped approximately 2 additional feet. Bill indicated that the solution arrived at during our original inspection appeared sound. I suggested that prior to his placing a pipe in the stream adjacent to this slide as recommended in our original analysis that a hydraulic study be made to determine accurately the size of pipe required.

It was also noted that the County may have to do some temporary work at both locations to maintain traffic passage prior to the permanent correction. The temporary corrective work will be eligible for reimbursement.

Bob Prange will send the County forms with which they can make a project application to the State to perform the geological and hydraulic study

(more)

RECEIVED
COUNTY & CITY SECTION

APR - 9 1971

☐ ENGR. ☒ CORR. ☐ GE ☐ AE ☐ UE
☐ MPE ☐ CE ☒ RE ☐ RPE ☐

and to proceed with plans and specifications, and letting of a contract to correct the slide areas. Prange will also maintain liaison with the County to assist them should any problems develop.

cc: OSMD (Prange)
WHL
Lowe

js

UNITED STATES GOVERNMENT

Memorandum

RECEIVED

COUNTY & CITY SECTION

APR - 6 1971

☐ ENGR. ☒ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ DE ☐ RE ☐ NPE
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: February 10, 1971

In reply refer to: 08-35-EC/409.1

TO : Mr. R. E. Simpson, Division Engineer

FROM : T. P. Lowe, Asst Engr Coord
P. E. O'Neil, Asst Area Engr

SUBJECT: January 1971 Storm Damage

Tabulated below is a summary of storm damage and estimated repair costs on the Federal-aid Secondary road system for which Tillamook and Clatsop Counties are requesting emergency relief funds. This summary is not a recommendation of eligibility.

Neither County specifically identified when the damage was done to each area. However, all County officials agreed that all the downed timber occurred following the January 14 and 15 windstorm and all slide damage followed heavy rains on January 24 and 25.

FEDERAL - AID SECONDARY

County	Emergency Repairs	Permanent Repairs
<u>Clatsop County</u>		
Lower Nehalem Road (FAS 912)	6,750 x	
Fishhawk Road (FAS 648)	8,500 x	
Brownsmead Road (FAS 757)	14,500 x	
Hillcrest Road (FAS 756)	2,000	
Youngs River Loop (FAS 571)	6,250 x	
Lewis & Clark River Road (FAS 608)	33,800 x	
Subtotal	71,800	
<u>Tillamook County</u>		
Bay Ocean Road (FAS 616)	9,330	40,460
GRAND TOTAL	81,130	40,460

A more detailed list of damage follows:

TILLAMOOK COUNTY

Federal-aid Secondary 616 - Bay Ocean Route

Damage to this road is broken into three categories: two major slides at MP 1.5 and 5.6 respectively, and general debris between MP 1.5 to 13.5.

(more)



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

At MP 1.5 a massive lineal surface slide has moved the roadway about 4 feet towards Tillamook Bay. The slide had temporarily stabilized at the time of this inspection.

Heavy rains and extremely hard winds teamed up to cause the face of a large cliff some 400 feet left of the road to peel off. The weight of the timber and earth debris combined with the weight of rainwater to trigger this surface slide.

The bottom of the slide will have to be removed to restore alignment and retain the road to the right of way. A drainage system should be installed in the upper part of the slide. Also a heavy rock inlay should be constructed at the toe of the slide to allow drainage and act as a counterbalance.

To avoid activating the slide during construction work this work should be done during the dry season.

Due to the magnitude of the work the County indicates it will request the State to contract this work. This location is considered eligible for ER funds subject to the Secretary's concurrence that a widespread emergency exists.



(more)

Bay ocean - Cape Meares Section

Permanent Repairs:

Slide excavation	10,000 CY @ 1.50	15,000
Perforated pipe (8")	500 lin.ft. @ 8.00	4,000
Clearing trees	2 acres @ 1000	2,000
Crushed base rock	500 CY @ 2.50	1,250
Asphaltic Concrete	100 Tons @ 10	1,000
Rock embankment	1000 CY @ 2.50	2,500
		<u>25,750</u>
+ 10% Engr. and Cont.		<u>2,575</u>
		28,325

Say 28,000

At MP 5.6 the road passes through the top portion of what appears to be a large lineal slide. This slide was apparently caused by flood erosion of the toe combined with the general saturation of the earth, following the heavy rains on January 24 and 25.

Realignment along the top of the slide seems questionable. The best solution appears to be to place a 36-inch culvert in the bottom of the drainage and fill about 10 feet over the culvert, thus bracing the bottom of the slide.

This location is considered eligible for ER funds subject to the Secretary's concurrence that a widespread emergency exists.

Temporary work:

Crushed base rock	500 CY @ 2	1,000
Embankment construction	500 CY @ 1	500
		<u>1,500</u>

Permanent Repairs:

Install 36" CMP	300 lin.ft. @ 14.80	4,440
Crane - 1CY clamshell (operated)	80 hours @ 30.06	2,400
Track type tractor (D-7 w/dozer) operated	120 hrs. @ 29	3,480
Asphaltic concrete	100 Tons @ 11	1,100
		<u>11,420</u>
+ 10% Engr and Cont.		<u>1,140</u>
		12,500

Between MP 1.5 and 13.5 an abnormal quantity of debris consisting of down trees was evident. This debris was primarily caused by the high winds on January 14.

Debris removal and cleanup was about 75 percent complete at the time of this inspection. Actual cost of the work performed to date was obtained from the County road superintendent.

This work is considered more than is normally encountered on heavy maintenance and is therefore considered eligible for ER funds subject to the Secretary's concurrence that a widespread emergency exists.

(more)

Cape Measures - Lighthouse Section

Temporary Work:
Debris removal -
Labor
Equipment
Materials

4
5,100
2,660
70
7,830.

CLATSOP COUNTY,

Federal-aid Secondary 912 - Lower Nehalem River Road

At MP 8.2 a long slender fill slide occurred. It was apparently caused by the surface saturation of the embankment. The fill foundation appeared sound. Correction will consist of a combination of realinement into the cut slide utilizing that excavation for the embankment construction. Part of this work had already been performed at the time of this inspection. The remaining corrective work will have to be performed prior to the establishment of safe two-way traffic.



(more)



This entire road experienced heavy debris following the windstorm of January 14. A photograph taken at MP 8 below depicts probably the heaviest debris damage. All of the debris had been removed at the time of this inspection; therefore, no estimate could be made. However, it did appear questionable that the debris on this road exceeded what might be considered heavy maintenance.



(more)

Between MP 5.9 and 7.0 several small embankment failures occurred. Since none of the failures were very large the most economical corrective measure seems to be filling the subsided area with new embankment material and resurfacing it with crushed rock.



Temporary Work:

Excavation	8400 CY @ 0.50	4,200
Crushed Base Rock	150 CY @ 3	450
Crushed Base Rock	200 CY @ 3	600
Embankment Construction	1500 CY @ 1	<u>1,500</u>
		6,750

This work is considered eligible for ER funds subject to the Secretary's concurrence that a widespread emergency exists. Also that such emergency includes both damage caused by the wind on January 14 and by extremely heavy rainfalls on January 24 and 25.

(more)

Fishhawk Road FAS 648

7

An isolated mud slide occurred at MP 2.1 on a section of newly constructed road. Apparently excessive groundwater saturated the cut causing a mudflow type of slide. It appeared that removal of the unsuitable material and establishing a surface drainage would stabilize this small slide.

It appeared the subterranean channels which carry groundwater through this area were blocked during construction of the new alignment last year. It is reasonable to assume that heavy subterranean flow resulting from the rainfall of January 24 and 25 was more than the damaged subterranean channels could carry. A hydrostatic pressure developed liquifying the earth and resulting in a mudslide.

*Fishhawk Rd
FAS 648*



Temporary Work:

Slide excavation 6000 CY @ 1.25
Clearing timber (1/2 acre) lump sum

7,500
1,000

8,500

This work is considered eligible for ER funds subject to the Secretary's concurrence that a widespread emergency exists.

(more)

8

Federal-aid Secondary 757 - Brownsmead Road

Damage to the Brownsmead Road consists of fill slides at MP 1.1 and 7.1 respectively and a general debris removal over the entire road.

Excessive groundwater combined with what appeared to be unsuitable foundation material to cause a linear embankment slide at MP 1.1. It appears that removing the unsuitable foundation material and reconstruction of the embankment with rock will correct this damage. This work is necessary to restore safe two-way traffic.



At MP 7.1 a linear embankment slide occurred. The toe of this slide is in the Knat Creek Slough. The unsuitable foundation appears to be too deep for practical removal. Therefore, the best solution seems to be a log crib backfilled with rock. Immediate correction is necessary to restore safe two-way traffic..

(more)



General wind-caused debris (down timber) was prevalent over the entire road following heavy winds January 14. Almost all of the debris was removed at the time of this inspection. The actual costs of debris removal were not available; however, the County Engineer estimated \$2000 worth of work was spent on debris removal.

Temporary Work:

Excavation (MP 1.1)	2000 CY @ 2.50	5,000
Rock embankment (MP 1.1)	1500 CY @ 2	3,000
Debris removal		2,000
Crushed base rock (MP 7.1)	200 CY @ 2.50	500
Log crib (MP 7.1)	200 lin.ft. @ 10	2,000
Riprap (MP 7.1)	500 CY @ 4	2,000
		<u>14,500</u>

The above work is considered eligible for ER funds subject to Secretary's concurrence that a widespread emergency exists.

Federal-aid Secondary 756 - Hillcrest Road

This section of road experienced moderate wind damage. The County had removed nearly all the debris prior to this inspection. Very little evidence of debris remained. No pictures were taken.

The County's shotgun estimate was \$2000 of work performed - actual cost is unknown.

I consider this work to be heavy maintenance and therefore ineligible for ER funds.

(more)

Federal-aid Secondary 571 - Youngs River Loop

The damage to Youngs River Loop Road consists of a small linear fill slide at MP 4.5 and a general heavy wind-caused debris between MP 3.8 and 11.58.

The small linear fill slide appeared to have been caused by excessive groundwater percolating through the road. The slipout was filled with rock embankment at the time of this inspection. The unsuitable foundation material has been "pooched out" and is now on private property. The water can be intercepted on the cut side of the road with the perforated pipe installation.



Nearly all of the abnormal wind debris experienced January 13-14 had been removed at the time of this inspection. Only minor evidence of debris remained. The actual cost of debris removal was unknown but the County Engineer estimates \$2000 worth of work had been performed.

(more)



Temporary work:

Misc. debris removal	2,000
Excavation (MP 4.5) 1000 CY @ 1	1,000
Rock embankment (MP 4.5) 500 CY @ 2.50	1,250
Bituminous surface treatment (lump sum)	500
Perforated pipe 300 lin.ft. @ 5	1,500
	<u>6,250</u>

This work is considered eligible for ER funds subject to the Secretary's concurrence that a widespread emergency exists.

Federal-aid Secondary 608 - Lewis and Clark River Road

The Lewis and Clark River Road experienced two slides at MP 7.5 and at MP 12.4 respectively and extensive windblown debris throughout the length of the project.

At MP 7.5 the roadway passes through the upper portion of a small linear slide. Erosion of the slide toe by the Lewis and Clark River combined with excessive subterranean water to activate this slide. Installation of both surface and subterranean drainage above the road should stabilize the slide. Some subsurface investigation is necessary to determine the exact drainage required.

(more)



12

At MP 12.4 a linear fill slide removed approximately half of the traveled roadway width. This slide was apparently caused by excessive subterranean water percolating through the road. The slide is quite deep and would require considerable rock embankment to fill. It appears more economical to realine the road into the cutback. Also a drain should be installed in the cut side to intercept groundwater. All of the above work will be done as soon as possible to reestablish safe two-way traffic.



(more)

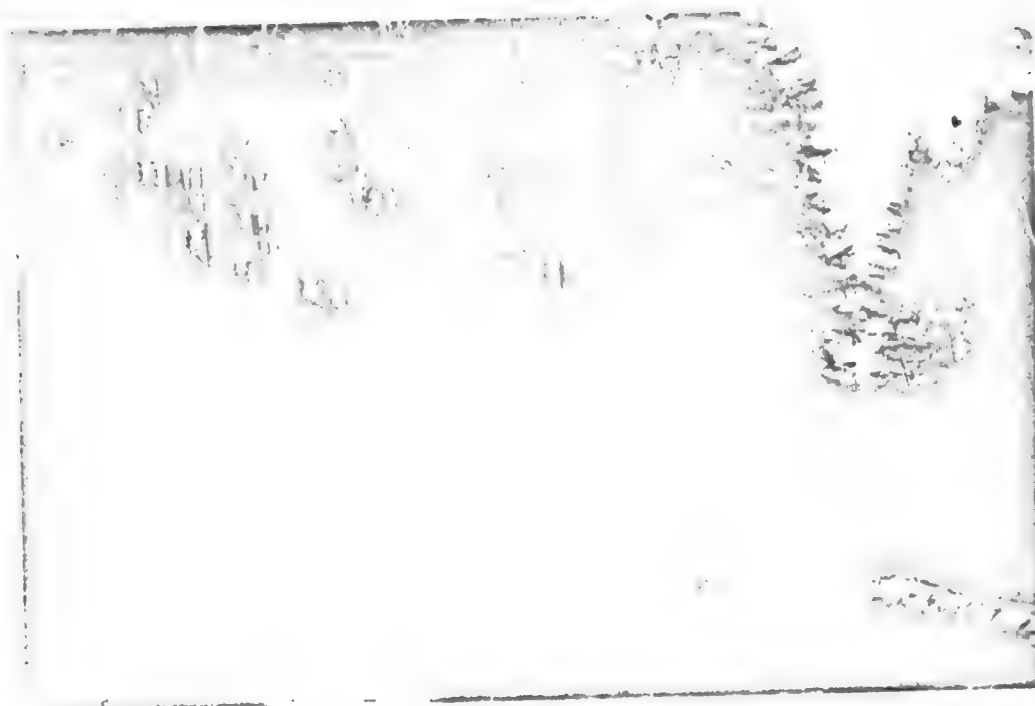


13

Between MP 3.9 and 13.6 extremely heavy debris in the form of downed timber was experienced following the heavy wind of January 13-14. The roadway was clear at the time of this inspection; however, considerable roadside debris remains. It is interesting to note that the County had just completed a program of cutting and removing "leaners" and danger trees on this road prior to the storm. The cost figures of debris removal performed to date was not available; however, the County Engineer estimates that the total debris removal will be in the neighborhood of \$15,000.



(more)



All of the above work is considered eligible for ER funds subject to the Secretary's concurrence that a widespread emergency exists.

The detailed field report forms with photographs are attached.

bk

I-205-7(22)S.E. Causey Ave.-Gladstone Int. '71
301 Sec., E. Ptld. Frwy. (Grad., pav.,
#7660 struc., sign., ill., traf. sig.) #2

7660

July 13, 1979

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, CA 94025

Gentlemen:

A post-final payment for \$51,545.00 will be made to Gordon H. Ball, Inc. on Contract No. 7660 for work on the S.E. Causey Avenue-Gladstone Interchange Section of the East Portland Freeway in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be \$9,499,218.52 including the post-final payment. Of the total \$248,439.37 is for force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

Mr

cc: American Insurance Company
121 S. W. Salmon Street, Suite 900
Portland, OR 97204

Gordon H. Ball, Inc.
P. O. Box 278
Denville, CA 94526
Attention: Jay T. Row

bc: C. T. Kasey
Walt Hart
E. L. Hardt

UNITED STATES GOVERNMENT

Memorandum

Oregon Project I-205-7(22)301
S.E. Causey Ave.-Gladstone Section
East Portland Freeway

SUBJECT: Contract 7660 - Claim Settlement

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: July 2, 1979

In reply
refer to: HFO.6-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Jackmond's letter of June 29, 1979, reflects a diligent and comprehensive effort on the part of the Highway Division to arrive at an equitable claim settlement on a timely basis. The efforts of your staff are commendable.

I concur in the claim settlement reflected in Price Agreement No. 41 and the pro-rata share of Federal participation noted in Mr. Jackmond's letter.

G. L. Green
G. L. Green

7/11

RECEIVED STATE HWY ENGR						
JUL 3 - '79						
REFER TO						
FOR						
Info	Inv	P.O.	D.R.	Sum	Act	File

2

7660

8

June 8, 1978

Lindsay, Nahstoll, Hart,
Neil & Weigler
Attorneys at Law
1331 S.W. Broadway
Portland, OR 97201

Attention: Daniel H. Skerritt

Gentlemen:

As requested, we are attaching a copy of a Notice of
Claim filed by Stillwell-Gerard Construction Co. against the
Gordon H. Ball, Inc., Contract No. 7660 in Clackamas County.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda
Attachment

LINDSAY, NAHSTOLL, HART, NEIL & WEIGLER

ATTORNEYS AT LAW

THE CARRIAGE HOUSE

1831 S. W. BROADWAY

PORTLAND, OREGON 97201

TELEPHONE (503) 226-1191

DENNIS LINDSAY
R. W. NAHSTOLL
ALLAN HART
CARL R. NEIL
JERARD S. WEIGLER
ROBERT C. SHOEMAKER, JR.
RICHARD WM. DAVIS
JONATHAN A. ATER
ROBERT B. COWELIN
JAMES H. BEAN
CAROL A. HEWITT
ROBERT E. BABCOCK
WESLEY W. KIRTLEY
DANIEL H. SKERRITT
GLEN MCCLENDON
VALERIE D. FISHER
THOMAS E. McDERMOTT, III
ROBERT W. PALMER
JAMES N. GARDNER
MICHAEL E. HAGLUND
LINDA TRIPLETT

DONALD G. KRAUSE, RETIRED
GUNTHER F. KRAUSE 1895-1967
CARLIE R. DAPOR 1920-1975
CABLE ADDRESS: "CARRIAGE"

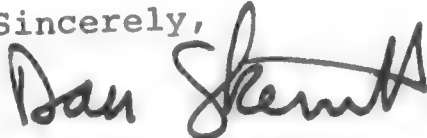
June 5, 1978

Mr. Cecil Head
Oregon State Highway Division
Salem, Oregon

Dear Mr. Head:

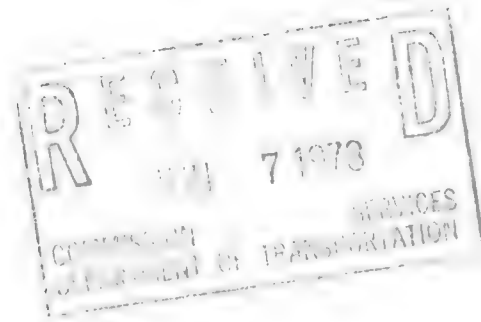
Will you please forward to us a copy of the claim filed by Stillwell-Gerard against Gordon H. Ball on Oregon Highway Contract 7660. This notice was filed in July of 1976.

Sincerely,



Daniel H. Skerritt

DHS:rc



7660

November 23, 1977

Kobin & Meyer
Attorneys at Law
Suite 800
610 S.W. Alder Street
Portland, OR 97205

Attention: Daniel J. Seifer

Gentlemen:

Reference is made to your letter of November 21, 1977,
concerning the Gordon H. Ball, Inc. Contract No. 7660 in
Clackamas County. This contract was accepted by the State on
April 16, 1976.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkf

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
F. GORDON ALLEN
ELIZABETH YEATS
DAVID R. TRACHTENBERG
LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

AREA CODE 503
223-1107

November 21, 1977

Mr. Cecil Head
Commission Services
Department of Transportation
State Highway Building
Salem, Oregon 97310

Re: OSHD Contract No. 7660
Gordon H. Ball, Inc., Prime Contractor

Dear Mr. Head:

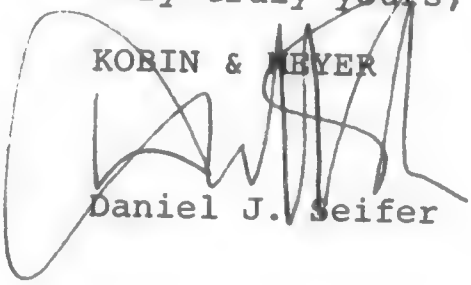
As reflected by earlier correspondence, this office represents Stillwell-Gerard Construction Company, which has filed a Notice of Claim against the bond posted pursuant to the referenced contract.

I would appreciate your advice as to the date upon which the referenced contract was accepted by the formal action of the Oregon Transportation Commission.

Thank you for your cooperation.

Very truly yours,

KOBIN & MEYER


Daniel J. Seifer



Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

10/1/77
H. S. Coulter

September 27, 1977

Mr. Leslie B. Hampton
Assistant Chief Trial Counsel
Department of Justice
106 State Office Building
Salem, OR 97310

Gordon H. Ball, Inc. v. State of Oregon
Marion County Circuit Court Case No. 102-183 (L-7505)
Contract Nos. 7660, 7960 and 7866

Dear Les:

In response to your September 19 letter and as discussed, we send you herewith copies of material from our files pertinent to the so-called petro escalation claims in general and to three Gordon Ball contracts.

The general material includes a copy of Mr. Coulter's February 10, 1977 report to the Transportation Commission and its attachments. We note that the complaint uses the plural "contracts" and speaks of claims "in excess of \$200,000," so we are including the material we have on two older Ball contracts, Hogan Road-Boring No. 7960 and S.E. Causey-Gladstone No. 7660, both of which were very small claims and were considered denied before the subject was ever taken to the Transportation Commission. You will note those two contracts were listed as "inactive claims denied, or dropped" on the tabulation of all petro escalation claims which was included with the February 10, 1977 report to the Commission. We have three folders of additional material (mostly copies of invoices) on the Woodburn-Hayesville contract No. 7866 claim which is the largest and last claim received under the law. These three contracts are the only Ball contracts eligible under the law.

We kept a general file on "Contract Price Escalation" and copies of several items from it are also attached. All the attached material should give you a fair picture of how the petro escalation subject has been handled. Some additional details if needed are probably available from various other files (field or general). We will gladly assist in any way we can.

JAB:fr
Att.
cc: H. S. Coulter

RECEIVED STATE HWY ENGR						
SEP 30 '77						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

Very truly yours,


John A. Bond, Engineer
Contract Administration Section

DATE: February 10, 1977

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Petro Escalation Claims

The 1974 special session of the Legislature passed Senate Bill 1009 (now ORS 279.332) which allowed the State to compensate contractors for increased costs of petroleum products on which prices increased more than 10 percent. The law applies only to contracts existing prior to January 15, 1974. The law is permissive, saying, "A state agency at its option may modify the provisions of the public contract to increase the contract price so that the petroleum product cost increase is apportioned between the contracting parties in such manner as they may agree." A similar but mandatory law was subsequently passed by the 1975 Legislature, including another year of contracts (up to 1-23-75), but was vetoed by Governor Straub after a strong recommendation from us to do so.

We had 95 contracts eligible for consideration in various stages from those just awarded to some virtually completed. At the time the law was passed, it appeared the petro item with the most potential for price change and total money potential was asphalt. We had about 82,000 tons of asphalt left to use under eligible contracts. The first large request for escalation was made on behalf of the paving subcontractor on Contract No. 7867, Cape Arago-Woodland Drive in Coos Bay. After discussions with the contractor, the State took the position that escalation on the asphalt would be recognized only after the contractor had exhausted all other remedies to secure the needed asphalt at original price quotations. As the 1974 contract paving work was accomplished, most contractors secured asphalt price protection on the work eligible under the law. Minor exceptions were where a contractor or subcontractor had changed suppliers or the work was delayed. The contractor on the Coos Bay contract did not pursue his claim against the State further, and we understand they also secured the asphalt at original prices. A majority of the eligible contracts were completed within one year and by then, of course, all new work was being bid and performed at higher prices.

Oregon Transportation Commission
Page 2
February 10, 1977

The price protection on asphalt continued on into 1975 on the remaining old work with at least one large contractor resisting pressure from his supplier for a higher price. (This was the Woodburn-Hayesville project by Gordon Ball Company, and paving there continued on into 1976.)

The end result with respect to asphalt has been that the eligible contracts were completed and with no apparent severe financial hardship on any contractor that we are aware of. In those instances where paving work was added to a contract by change orders, we have repriced the added work in accordance with higher current prices. We believe this, along with our earlier resistance to renegotiating existing contracts, helped preserve the integrity of their bid prices. We contracted a large volume of A.C. paving in 1975 and 1976 at the then higher prices, so logically this later work may have subsidized the completion of the older ones.

A different situation has evolved with respect to other petro products, particularly diesel fuel. Unlike asphalt, the amount of fuel used on our contracts is probably a very small fraction of the total market. Early in 1974, we were expecting fuel allocations and, for some contractors, the basic problem became just getting the necessary fuel at all, regardless of prices. Bidding practices with respect to fuel needs were apparently often less formal than for asphalt, so suppliers had more latitude to raise prices to contractors. Prices increased from about 14 cents per gallon to 37 cents from 1974 to 1976. A graph of the prices documented on the three largest projects is enclosed.

Obviously, the accumulative money effect of these higher prices became most severe on the largest and therefore longest running contracts. (All the contracts eligible under ORS 279.332 have been completed.) We have specific active claims for petro escalation on three contracts.

The largest claim is on the largest and longest (time) project, Woodburn-Hayesville Contract No. 7866. Two others are on Ladd Canyon-N. Powder on I-80N and a smaller one on the last eligible project to be completed, S. Tigard-Tualatin River on I-5.

We have considered for some time the various aspects of these claims, how to respond to them and carry out the legislative intent. There are good arguments both for and against making such adjustments. We have even listed some of these arguments as shown attached. We believe the contractors themselves were divided on the question at the time the legislation was considered.

Oregon Transportation Commission
Page 3
February 10, 1977

My conclusion is that some sharing of these large increases in fuel cost would be equitable and appropriate. I suggest the State share in half of the escalation cost that occurred on fuel only (the largest claim is for fuel only, anyhow). Adjustment on this basis would not create any "windfall" profits. The total estimated cost should not exceed \$215,000. We would seek federal participation in this.

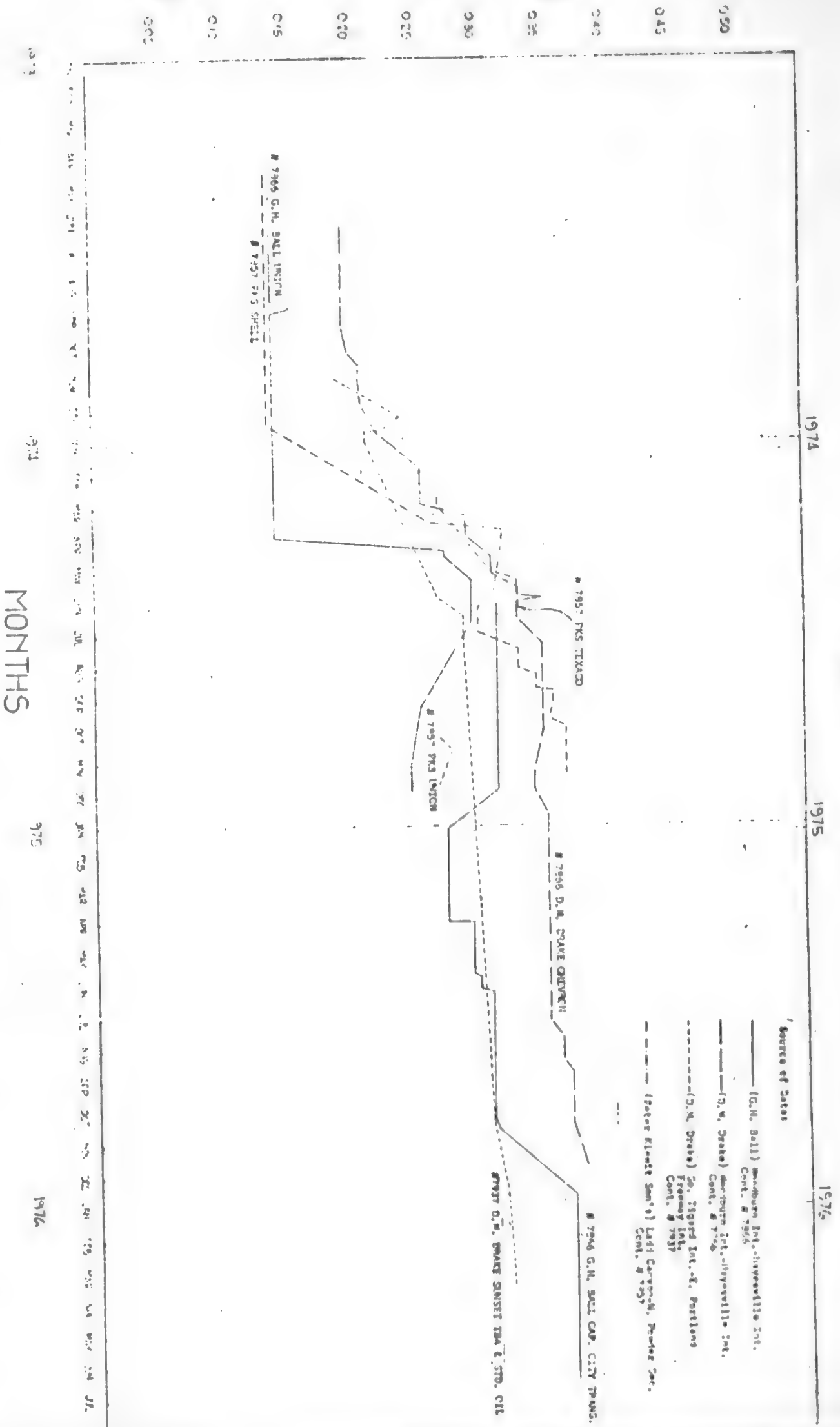
We do not know whether this approach will be agreeable with the contractors, but request your authorization to settle these claims with this objective.

Att.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. H. Klaboe w/att.
E. S. Hunter "
R. L. Schroeder
C. T. Keasey
Walt Barrie "
George Bell
Max Klotz

GRAPH OF THE INCREASED COST/UNIT
OF DIRECT OIL FROM JAN. 1973 TO
AUG. 1976



MONTHS

PETRO ESCALATION CLAIMS (UNDER SB-1009 - 1974)

CONT. NO.	AWARD DATE	PROJECT	CONTRACTOR	CONTRACT AMOUNT	PETRO CLAIM AS PRESENTED	VERIFIED AMOUNT 1)	FUEL VERIFIED AMOUNT 1)
				<u>A C T I V E C L A I M S</u>			
7866	3-16-73	Woodburn-Hayesville	Gordon Ball	\$20,340,000	\$263,967.17	\$302,296.33	\$27
7857	12-20-72	Ladd Canyon-N. Powder	Kiewit	8,271,616	183,617.54	166,337.60	13
7937	9-19-73	S. Tigard-E. Portland Freeway	Drake	13,308,754	7,074.72	7,782.19	
7970	11- 1-73	Milton-Freewater-Wash. State Line	S. D. Spencer	3,846,802	84,144.64	Not verified	(B n

				<u>I N A C T I V E C L A I M S - D E N I E</u>			
7960	10-26-76	Hogan Rd.-Boring	Gordon Ball	\$ 1,107,247	\$ 1,774.38	Not verified	
7867	3-30-73	Cape Arago-Woodland Dr.	Slate	1,405,367	\$32/ton asph.	Not verified	
7936	9- 7-73	Deadman's Cr. Slide	Wm. McBee	142,266	782.00	782.00	
7895	6-22-73	Button Bridge	Workman	721,883	2,356.00	2,356.00	
7973	12- 5-73	Umpqua Hwy. Jct. (Reedsport)	Laskey-Clifton	137,607	5,016.00	Not verified	
7799	8-14-72	Park St.-Pac. Hwy. (Ashland)	Ross Bros.	1,343,103	1,488.00	Not verified	
7660	11- 4-71	S.E. Causey-Gladstone	Gordon Ball	9,421,581	8,099.00	Not verified	

- 1) Without excluding any %.
- 2) Excludes fuel used for change order work added to contract. No further % reduction

PRO ESCALATION CLAIMS (UNDER SB-1009 - 1974)

CONTRACT AMOUNT	PETRO CLAIM AS PRESENTED	VERIFIED AMOUNT 1)	FUEL AMOUNT ONLY VERIFIED, ORIGI- NAL CONTRACT 2)	% OF CONTRACT AS VERIFIED FUEL ONLY	REMARKS
<u>A C T I V E C L A I M S</u>					
\$20,340,000	\$263,967.17	\$302,296.33	\$270,916.00	1.33	Claimed for fuel only, and after 10% excluded.
8,271,616	183,617.54	166,337.60	130,012.00	1.57	Claim includes more than fuel.
13,308,754	7,074.72	7,782.19	7,470.90	0.06	Claimed for fuel only, and after 10% excluded.
3,846,802	84,144.64	Not verified	(Details not available no response since 5-6-76)		Claim is for \$30,908 as- phalt & \$53,236 diesel; related to late completion time.

I N A C T I V E C L A I M S - D E N I E D O R D R O P P E D

\$ 1,107,247	\$ 1,774.38	Not verified	-	(.16)	Denied. Gasoline only.
1,405,367	\$32/ton asph.	Not verified	-	-	Denied. Apparently dropped.
142,266	782.00	782.00	-	-	\$33/ton on 1974 asphalt denied.
721,883	2,356.00	2,356.00	-	-	Claim for \$33/ton on 1974 asphalt denied. Subcon- tract conflict.
137,607	5,016.00	Not verified	-	-	Claim for \$32/ton asphalt & propane; subcontract conflict, denied.
1,343,103	1,488.00	Not verified	(1488)	(0.1)	Denied.
9,421,581	8,099.00	Not verified	(5618)	(0.06)	Claim for gasoline & CRS-1 Asphalt, dropped.

rk added to contract. No further % reduction.

ARGUMENTS FOR PETRO ESCALATION ADJUSTMENT

1. Escalation of some prices has in fact occurred and the law permits part of it to be reimbursed.
2. The large claims are from long term projects more vulnerable to unforeseen cost increases not only on petro items, but many others as well.
3. It is inherent in accomplishing large projects that they be undertaken by large firms. Only a few larger firms have the necessary resources to risk and the expertise to build them.
4. The contractors with the two large claims probably suffered large losses on the projects anyway. The petro escalation increased their losses.
5. At least one of the contractors (Ball) has apparently diligently resisted asphalt price increases (Any petro adjustment made would presumably be complete and final for all claims).
6. The Department encouraged the veto of a subsequent law which would have made escalation reimbursement mandatory. It behooves the Department to show that under the earlier permissive law it has acted fairly. This would be in the long range best interest of public by keeping a reputation of fair dealing with contractors so that they can bid at lowest prices with minimum of contingencies for unknowns.
7. Insisting on more formal fuel quotations and supply contracts at the time of bidding may well have resulted in higher initial pricing of these items.
8. Fuel availability and pricing had been quite stable prior to 1973. It is not reasonable to expect contractors to anticipate the increases that occurred within the next two years and even had this been possible, higher bid prices would have resulted.

Arguments for Petro
Escalation Adjustment
Page 2

9. In late 1973 and 1974 when rapid escalation of fuel prices occurred, there was the added problem of obtaining it at all. The State benefited from the contractors' successful efforts to obtain the necessary fuel to keep projects going and the potential loss to public (had they been unsuccessful) would have perhaps exceeded the direct cost escalation.
10. Adjustment for something less than 90 percent of the increase and with higher beginning level prices for comparison in some cases and limited to fuel only (and with no allowance for interest value during the interim since the costs were incurred by the contractors) would be a very conservative basis of final settlement if it can be negotiated.
11. A negotiated settlement without legal costs or detailed auditing costs or publicity would be the least costly to State.

JAB:fr

11/12/76

ARGUMENTS AGAINST PETRO ESCALATION ADJUSTMENT

1. Contractors involved did not suffer catastrophic results. They are in fact still in business.
2. The two large claims are from large out-of-State firms with diverse interests other than construction.
3. By holding back on recognizing any escalation obligation, price protection to contractors on asphalt may have been enhanced.
4. Loss or increase in cost from fuel escalation is merely one of many factors that could affect cost and profitability, or lack of it, on any project.
5. The Legislative concern at time law was passed may have been focused on asphalt pricing. Escalation on asphalt is not involved on the large claims.
6. To single out petro items for price escalation ignores the large cost increases that occurred in other components such as re-bar.
7. There is no guarantee of getting Federal participation in an adjustment. Specific Federal approval at a high level will be required.
8. Contractors should have had more formal and enforceable fuel contracts at time of bidding.
9. State has paid fair and current prices for all unforeseen work added to these contracts by change orders. It is only the original contract work bid in a free enterprise competitive manner which is involved in the escalation question.
10. At least one Oregon contractor (Cascade Construction Co.) that did significant work as a subcontractor on one of the eligible projects has not claimed escalation.

JAB:fr

11/12/76

7660

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved, O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-112	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 11-4-76	State Oregon
PROJECT REPORT NUMBER		County Clackamas
MODIFICATION NUMBER 1		Project Number EMP-1-205-7(22)301

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on November 24, 19 71,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ 10,385,984	\$ 10,455,984
Federal funds	\$ 9,582,108	\$ 9,646,680
Other revisions		

This modification is made for the following reasons:

To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of November, 19 76.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By El Hunt

Deputy State Highway Engineer

(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green

(Division Administrator)

for: G. L. Green

Oregon State Highway Division
Salem, Oregon October 28, 1976

Federal Aid Project
No. EMP-I-205-7(22)301

S.E. CAUSEY AVE.-GLADSTONE INTCHGE. SECTION
EAST PORTLAND FREEWAY IN CLACKAMAS COUNTY

Revised Project Agreement Estimate.

Type Code 7224

Roadway (Sta. LS 640+00 thru Equa. 741+98.86 = 504+00.74 to Sta. 601+30)

Subtotal on previous estimate of November 17, 1971		\$7,164,159.55
	Engineering	755,415.75
	Subtotal	\$7,919,575.30
Clack. Co. Serv. Dist. Share of Sewer Work	All Required	(30,843.00)
Clack. Water Dists. Share of 48" Conduit	" "	(12,136.30)
	TOTAL	\$7,876,596.00

Structures

Subtotal on previous estimate of November 17, 1971		\$2,321,261.92
	Engineering	262,126.08
	Subtotal	\$2,583,388.00
Credit for Install. of Telephone Conduit	All Required	(3,000.00)
Credit for Install. of Elec. Power Conduit	" "	(1,000.00)
	TOTAL	\$2,579,388.00

Length of Grade & Pave - - - - -	3.682 miles
Length of Structure- - - - -	0.057 mile
TOTAL	3,739 miles

Cost of Roadway Per Mile - - - - - \$2,139,216.72

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	\$ 7,876,596.00	\$7,266,940.00	\$609,656.00
Structures	2,579,388.00	2,379,740.00	199,648.00
TOTAL	\$10,455,984.00	\$9,646,680.00	\$809,304.00

Group 1 - 100%
Contract No. - 7660
Prefix - 603-1017

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 11-114	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 11-24/71	STATE Oregon
PROJECT REPORT NO. # 11-114-5		COUNTY Clackamas
		PROJECT NO. EMP-I-205-7(22)301

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI
I-205 City of Gladstone, northerly 3.74 miles
(S.E. Causey Ave.-Gladstone Interchange Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-6-71	3.739
OTHER (Specify)		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT

\$ 10,385,984.00

FEDERAL FUNDS

\$ 9,582,108.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Department)

By

Assistant State Highway Engineer

(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

For: R. E. Simpson

Date executed by
Division Engineer

NOV 24 1971

Oregon State Highway Division

Federal-Aid
Project No. EMP-I-205-7(22)301

S.E. CAUSEY AVE.-GLADSTONE INTERCHANGE SECTION
OF THE E. PORTLAND FREEWAY IN CLACKAMAS COUNTY

Salem, Oregon, November 17, 1971

Project Agreement Estimate.

Type Code 7224
Roadway (Sta. LS 640+00 thru Equa. 741+98.86 = 504+00.74 to Sta. 601+30)

	All Required		\$ 680,000.00
Mobilization			
Furnishing Field Laboratory Building	1 only	1,000.00	1,000.00
Temporary Protection and Direction of Traffic	All Required		100,000.00
Clearing and Grubbing	All Required		100,000.00
Removal of Structures and Obstructions	All Required		5,000.00
Ditch Excavation	9,060 cu.yd.	1.80	16,308.00
Embankment Foundation Excavation	19,300 cu.yd.	1.00	19,300.00
General Excavation	1,714,000 cu.yd.	0.65	1,114,100.00
Stone Embankment Material	22,600 cu.yd.	2.20	49,720.00
Overhaul	283,000 C-yd.sta.	0.20	56,600.00
Trench Excavation	33,000 cu.yd.	2.30	75,900.00
Granular Backfill Material	2,000 cu.yd.	4.80	9,600.00
Finishing Roadbed and Slopes	All Required		10,000.00
Obliteration of Roadway	All Required		10,000.00
Furnishing and Placing Topsoil	50,300 cu.yd.	1.40	70,420.00
Watering	20,500 M-gal.	3.00	61,500.00
Plant-Mix Aggregate Base	144,700 ton	3.00	434,100.00
Cement-Treated Base Mixture	99,900 ton	2.90	289,710.00
Portland Cement in CTB Mixture	5,500 ton	33.00	181,500.00
Asphalt in Seal	320 ton	60.00	19,200.00
Class "B" Asphalt Concrete Mixture	78,000 ton	4.90	382,200.00
Asphalt Cement in Mixture	5,070 ton	33.00	167,310.00
Asphalt in Tack Coat	16 ton	70.00	1,120.00
Continuously Reinforced Concrete Pavement	80,600 sq.yd.	6.70	540,020.00
7"-9" Continuously Reinforced Concrete Pavement	16,500 cu.yd.	30.00	495,000.00
Reinforced Concrete Pavement	700 sq.yd.	8.00	5,600.00
Reinforced Concrete Bridge End Panels	2,100 sq.yd.	20.00	42,000.00
Pavement Terminal Anchors	600 lin.ft.	15.00	9,000.00
Class "A" Concrete in Box Culverts and Headwalls	1,200 cu.yd.	60.00	72,000.00

Oregon State Highway Division

Federal-Aid
Project No. EMP-I-205-7(22)301

S.E. CAUSEY AVE.-GLADSTONE INTERCHANGE SECTION
OF THE E. PORTLAND FREEWAY IN CLACKAMAS COUNTY

Salem, Oregon, November 17, 1971

Project Agreement Estimate.

Type Code 7224

Roadway (Sta. LS 640+00 thru Equa. 741+98.86 - 504+00.74 to Sta. 601+30)

	All Required		\$ 680,000.00
Mobilization			
Furnishing Field Laboratory Building	1 only	1,000.00	1,000.00
Temporary Protection and Direction of Traffic	All Required		100,000.00
Clearing and Grubbing	All Required		100,000.00
Removal of Structures and Obstructions	All Required		5,000.00
Ditch Excavation	9,060 cu.yd.	1.80	16,308.00
Embankment Foundation Excavation	19,300 cu.yd.	1.00	19,300.00
General Excavation	1,714,000 cu.yd.	0.65	1,114,100.00
Stone Embankment Material	22,600 cu.yd.	2.20	49,720.00
Overhaul	283,000 C-yd.sta.	0.20	56,600.00
Trench Excavation	33,000 cu.yd.	2.30	75,900.00
Granular Backfill Material	2,000 cu.yd.	4.80	9,600.00
Finishing Roadbed and Slopes	All Required		10,000.00
Obliteration of Roadway	All Required		10,000.00
Furnishing and Placing Topsoil	50,300 cu.yd.	1.40	70,420.00
Watering	20,500 M-gal.	3.00	61,500.00
Plant-Mix Aggregate Base	144,700 ton	3.00	434,100.00
Cement-Treated Base Mixture	99,900 ton	2.90	289,710.00
Portland Cement in CTB Mixture	5,500 ton	33.00	181,500.00
Asphalt in Seal	320 ton	60.00	19,200.00
Class "B" Asphalt Concrete Mixture	78,000 ton	4.90	382,200.00
Asphalt Cement in Mixture	5,070 ton	33.00	167,310.00
Asphalt in Tack Coat	16 ton	70.00	1,120.00
Continuously Reinforced Concrete Pavement	80,600 sq.yd.	6.70	540,020.00
7"-9" Continuously Reinforced Concrete Pavement	16,500 cu.yd.	30.00	495,000.00
Reinforced Concrete Pavement	700 sq.yd.	8.00	5,600.00
Reinforced Concrete Bridge End Panels	2,100 sq.yd.	20.00	42,000.00
Pavement Terminal Anchors	600 lin.ft.	15.00	9,000.00
Class "A" Concrete in Box Culverts and Headwalls	1,200 cu.yd.	60.00	72,000.00

Oregon State Highway Division

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Reinforcement in Box Culverts
and Headwalls

Concrete Ditch Lining

Concrete Median and Shoulder
Barriers180-inch Structural Plate Pipe,
Sta. Ls 689+92

8-inch Paved Culvert End Slopes

12-inch Paved Culvert End Slopes

15-inch Paved Culvert End Slopes

18-inch Paved Culvert End Slopes

48-inch Paved Culvert End Slopes

54-inch Arch-Type Paved Culvert
End Slopes

8-inch Culvert Pipe

12-inch Culvert Pipe

15-inch Culvert Pipe

18-inch Culvert Pipe

24-inch Culvert Pipe

48-inch Culvert Pipe

18-inch Arch-Type Culvert Pipe

54-inch Arch-Type Culvert Pipe

4-inch Storm Sewer Pipe

8-inch Storm Sewer Pipe

12-inch Storm Sewer Pipe

15-inch Storm Sewer Pipe

18-inch Storm Sewer Pipe

24-inch Storm Sewer Pipe

30-inch Storm Sewer Pipe

36-inch Storm Sewer Pipe

42-inch Storm Sewer Pipe

48-inch Storm Sewer Pipe

21-inch Sanitary Sewer Pipe

27-inch Sanitary Sewer Pipe

Extra for Pipe Under Pavement

Class "A" Concrete in Sewers

Reinforcement in Sewers

Installing 30-inch Pipe Under
Railroad

Concrete Manholes

Special Manholes

Drop Manholes

Concrete Slope Protectors

Special Ditch Inlets

Concrete Inlets, Type B

Concrete Inlets, Type BSL

Concrete Inlets, Type G-1

Concrete Inlets, Type G-2

Concrete Inlets, Type G-2M

Concrete Inlets, Type G-2MA

170,000 lb.	0.15	\$ 25,500.00
4,100 sq.yd.	5.40	22,140.00
2,558 cu.yd.	70.00	179,060.00
All Required		150,000.00
1 only	60.00	60.00
5 only	70.00	350.00
8 only	75.00	600.00
5 only	90.00	450.00
1 only	200.00	200.00
1 only	280.00	280.00
50 lin.ft.	3.80	190.00
180 lin.ft.	5.20	936.00
1,570 lin.ft.	6.40	10,048.00
420 lin.ft.	7.20	3,024.00
90 lin.ft.	11.00	990.00
1,000 lin.ft.	17.40	17,400.00
230 lin.ft.	6.40	1,472.00
130 lin.ft.	20.30	2,639.00
60 lin.ft.	3.40	204.00
720 lin.ft.	4.00	2,880.00
8,130 lin.ft.	6.00	48,780.00
5,800 lin.ft.	7.10	41,180.00
3,860 lin.ft.	8.60	33,196.00
1,950 lin.ft.	11.80	23,010.00
1,640 lin.ft.	15.20	24,928.00
800 lin.ft.	19.30	15,440.00
2,780 lin.ft.	32.30	89,794.00
1,140 lin.ft.	28.80	32,832.00
680 lin.ft.	11.50	7,820.00
520 lin.ft.	21.10	10,972.00
90 lin.ft.	16.00	1,440.00
170 cu.yd.	53.00	9,010.00
6,800 lb.	0.18	1,224.00
60 lin.ft.	93.00	5,580.00
42 only	540.00	22,680.00
10 only	1,300.00	13,000.00
1 only	1,200.00	1,200.00
4 only	230.00	920.00
2 only	820.00	1,640.00
18 only	220.00	3,960.00
2 only	250.00	500.00
54 only	240.00	12,960.00
12 only	280.00	3,360.00
67 only	290.00	19,430.00
38 only	330.00	12,540.00

Oregon State Highway Division

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6-inch Drain Pipe	38,800 lin.ft.	1.35	\$	52,380.00
8-inch Drain Pipe	7,430 lin.ft.	1.90		14,117.00
Special Filter Material in Drains	3,600 cu.yd.	5.80		20,880.00
Guard Rail, Type 1	110 lin.ft.	3.00		330.00
Guard Rail, Type 1A	470 lin.ft.	3.50		1,645.00
Guard Rail, Type 2A	6,800 lin.ft.	4.20		28,560.00
Type 2 Barricade	2,500 lin.ft.	2.50		6,250.00
Guard Rail Anchors	10 only	200.00		2,000.00
Extra for Guard Rail Bridge Connections	5 only	250.00		1,250.00
Street Barricade	24 lin.ft.	5.70		136.80
Type 3 Fence	10,200 lin.ft.	1.35		13,770.00
CL-6 Chain-Link Fence	35,300 lin.ft.	2.22		78,366.00
Concrete Walks	1,500 sq.yd.	5.25		7,875.00
4-inch Exposed Aggregate Surfacing	200 sq.yd.	9.00		1,800.00
Concrete Driveways	260 sq.yd.	7.50		1,950.00
Concrete Curbs	220 cu.yd.	52.00		11,440.00
Extra for Asphalt Approaches	6 only	70.00		420.00
Extra for Asphalt Curbs	6,600 lin.ft.	1.00		6,600.00
Loose Riprap, Class 700	1,430 cu.yd.	3.40		4,862.00
Guide Posts	360 only	8.00		2,880.00
Guide Posts, Flexible	30 only	10.00		300.00
Adjusting Inlets	2 only	120.00		240.00
1 1/2-inch Electrical Conduit	420 lin.ft.	2.00		840.00
Roadside Seeding and Mulching	100 acre	300.00		30,000.00
<u>Retaining Walls</u>				
Shoring, Cribbing, etc.	All Required			10,000.00
Structural Excavation	4,800 cu.yd.	5.90		28,320.00
Structural Excavation Below Elevations Shown	400 cu.yd.	5.90		2,360.00
Class "A" Concrete in Walls	2,600 cu.yd.	62.00		161,200.00
Reinforcement in Walls	212,000 lb.	0.14		29,680.00
<u>Signing</u>				
Removal of Existing Sign Installations	All Required			500.00
Painted Wood Sign Posts	All Required			3,280.00
Sign Support Footings	All Required			32,000.00
Breakaway Sign Posts	All Required			8,175.00
Single Sign Supports	All Required			12,750.00
Double Sign Supports	All Required			2,925.00
Triple Sign Supports	All Required			875.00
Sign Bridge, Sta. LS 717+60	All Required			16,250.00
Sign Bridge, Sta. LS 519+75	All Required			12,650.00
Ell Sign Bridge, Sta. L2 206+95	All Required			24,500.00
Cantilever Sign Structure, Sta. LS 657+25 Rt.	All Required			4,900.00
Cantilever Sign Structure, Sta. LN 685+30 Lt.	All Required			4,825.00

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Cantilever Sign Structure, Sta. LN 508+10 Lt.	All Required		\$ 5,200.00
Cantilever Sign Structure, Sta. L 541+95 Lt.	All Required		5,025.00
Cantilever Sign Structure, Sta. LN 593+00 Rt.	All Required		5,425.00
Cantilever Sign Structure, Sta. L3 512+00 Lt.	All Required		5,200.00
Cantilever Sign Structure, Sta. L3 517+00 Lt.	All Required		4,550.00
Butterfly Sign Structure, Sta. LN 706+00 Rt.	All Required		2,850.00
Structure Mounts	All Required		10,000.00
Type "AA" Signs in Place	6,312 sq.ft.	7.50	47,340.00
Type "C", "D" and "R" Signs in Place	1,666 sq.ft.	4.50	7,497.00
Type "E", "F", "G" and "M" Signs in Place	453 sq.ft.	4.50	2,038.50
Type "U" Signs in Place	523 sq.ft.	6.75	3,530.25
Sign Illumination Equipment	All Required		21,450.00
Yellow Flashers in Place	All Required		200.00
Sign Covers	545 sq.ft.	1.00	545.00
Thermoplastic Pavement Arrows	12 only	100.00	1,200.00
 <u>Illumination</u>			
High Mast Towers, Type A	All Required		82,000.00
High Mast Towers, Type B	All Required		10,000.00
High Mast Tower Foundations	All Required		18,000.00
Roadway Lighting Poles and Foundations	All Required		35,000.00
Wood Lighting Poles and Bracket Arms	All Required		37,000.00
Luminaires and Ballasts	All Required		60,000.00
High Mast Lowering Devices	All Required		4,000.00
Cabinet, Ballast Enclosure	All Required		31,000.00
Switching, Conduit, Wiring, Lamps, etc.	All Required		116,000.00
 <u>Signals</u>			
Traffic Signal Installation, Complete	All Required (45%)		49,500.00
			<u>\$7,082,659.55</u>
 Flagging (60% of Contractor's Cost)			
Temporary Erosion Control	All Required		\$ 43,500.00
On-the-Job Trainees	All Required		30,000.00
	10 only	800.00	8,000.00
			<u>\$ 81,500.00</u>

Oregon State Highway Division

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Project No. EMP-I-205-7(22)301

	Subtotal	\$7,164,159.55
	10% Engr. & Cont.*	715,415.75
	Subtotal	\$7,879,575.30
Clackamas County Service District's Share for Sewer Work	All Required	\$ (30,843.00)
Clackamas Water District's Share for 48-inch Conduits	All Required	(12,136.30)
	Total	\$7,836,596.00

*Reduced in accordance with para. 5 (Project Field Office) PPM 30-6.

Type Code X781Sunnyside Road U'xing (Br. No. 9715)(Sta. LS 669+79.94)(Length 320')

Shoring, Cribbing, etc.	All Required (45%)	\$	4,500.00
Structure Excavation	1,680 cu.yd.	4.40	7,392.00
Structure Excavation Below Elevations Shown	160 cu.yd.	4.40	704.00
Furnish HP 12x53 Steel Piling	1,280 lin.ft.	4.45	5,696.00
Drive Steel Piles	60 only	65.00	3,900.00
Splice Steel Piles	15 only	37.50	562.50
Class "A" Concrete (862 C.Y.)	All Required (36%)		72,000.00
Class "AA" Concrete (2,030 C.Y.)	All Required (38%)		277,400.00
Prestressing Steel (168,000 Lb.)	All Required (36%)		72,000.00
Reinforcement (554,100 Lb.)	All Required (37%)		85,100.00
Pedestrian Handrail	740 lin.ft.	18.00	13,320.00
Preparation of Slopes	890 sq.yd.	3.20	2,848.00
Concrete Slope Paving	890 sq.yd.	6.00	5,340.00
8-inch Structure Drain Pipe	85 lin.ft.	10.50	892.50
Deck Seal	2,580 sq.yd.	1.80	4,644.00
Install Telephone Conduit	All Required (73%)		2,190.00
Install Electrical Power Conduit	All Required (64%)		640.00
3/4-inch Electrical Conduit	170 lin.ft.	1.50	255.00
1-inch Electrical Conduit	400 lin.ft.	2.00	800.00
3-inch Electrical Conduit	400 lin.ft.	3.00	1,200.00
			<u>\$ 561,384.00</u>

Type Code X78182nd Drive U'xing (Str. No. 9718)(Sta. LS 719+79.80)(Length 416')

Shoring, Cribbing, etc.	All Required (28%)	\$	2,800.00
Structure Excavation	860 cu.yd.	4.40	3,784.00

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Structure Excavation Below Elevations Shown	70 cu.yd.	4.40	\$	308.00
Furnish Steel Piling	770 lin.ft.	3.52		2,710.40
Furnish HP 12x53 Steel Piling	5,160 lin.ft.	4.45		22,962.00
Drive Steel Piles	134 only	65.00		8,710.00
Splice Steel Piles	35 only	37.50		1,312.50
Class "A" Concrete (810 C.Y.)	All Required (34%)			68,000.00
Class "AA" Concrete (1,930 C.Y.)	All Required (36%)			262,800.00
Prestressing Steel (177,000 Lb.)	All Required (38%)			76,000.00
Reinforcement (515,000 Lb.)	All Required (34%)			78,200.00
Pedestrian Handrail	417 lin.ft.	18.00		7,506.00
Preparation of Slopes	620 sq.yd.	3.20		1,984.00
Concrete Slope Paving	620 sq.yd.	6.00		3,720.00
Slope Paving Curb	65 lin.ft.	4.50		292.50
3-inch Structure Drain Pipe	105 lin.ft.	10.50		1,102.50
4-inch Culvert Pipe	70 lin.ft.	3.00		210.00
Deck Seal	2,800 sq.yd.	1.80		5,040.00
Install Telephone Conduit	All Required (27%)			810.00
Install Electric Power Conduit	All Required (36%)			360.00
1 1/2-inch Electrical Conduit	500 lin.ft.	2.00		1,000.00
			\$	549,611.90

Type Code X781

Cascade Hwy. U'xing (Str. No. 9719)(Sta. LS 730+04.59)(Length 446')

Shoring, Cribbing, etc.	All Required (27%)	\$	2,700.00
Structure Excavation	760 cu.yd.	4.40	3,344.00
Structure Excavation Below Elevations Shown	70 cu.yd.	4.40	308.00
Furnish 14-inch Prestressed Concrete Piling	4,370 lin.ft.	4.35	19,009.50
Drive Prestressed Concrete Piles	161 only	115.00	18,515.00
Prestressed Concrete Pile Extensions	200 lin.ft.	10.00	2,000.00
Drilling Pile Holes	110 lin.ft.	6.95	764.50
Class "A" Concrete (737 C.Y.)	All Required (30%)		60,000.00
Class "AA" Concrete (1,450 C.Y.)	All Required (26%)		189,800.00
Prestressing Steel (121,800 Lb.)	All Required (26%)		52,000.00
Reinforcement (437,500 Lb.)	All Required (29%)		66,700.00
Preparation of Slopes	390 sq.yd.	3.20	1,248.00
Concrete Slope Paving	390 sq.yd.	6.00	2,340.00

Slope Paving Curb	155 lin.ft.	4.50	\$	697.50
8-inch Structure Drain Pipe	50 lin.ft.	10.50		525.00
Deck Seal	2,020 sq.yd.	1.80		3,636.00
			\$	423,587.50

Type Code X381SPRR O'xing (Str. Nos. 9717 and 9717A) (Sta. LS 709+60.50 to Sta. 712+60.50)

Shoring, Cribbing, etc.	All Required (75%)		\$	7,500.00
Structure Excavation	1,400 cu.yd.	5.40		7,560.00
Structure Excavation Below Elevations Shown	130 cu.yd.	5.40		702.00
Furnish Steel Piling	8,920 lin.ft.	3.53		31,487.60
Drive Steel Piles	224 only	78.32		17,543.68
Splice Steel Piles	55 only	37.50		2,062.50
Class "A" Concrete (2,136 C.Y.)	All Required (80%)			264,000.00
65'/70' Type III Prestressed Beams	40 only	1,600.00		64,000.00
70'/75' Type III Prestressed Beams	16 only	1,700.00		27,200.00
75'/80' Type III Prestressed Beams	4 only	1,700.00		6,800.00
90'/95' Type III Prestressed Beams	20 only	2,100.00		42,000.00
Reinforcement (524,000 Lb.)	All Required (82%)			72,160.00
Preparation of Slopes	2,100 sq.yd.	3.20		6,720.00
Concrete Slope Paving	2,100 sq.yd.	6.00		12,600.00
Berm Paving	230 sq.yd.	6.60		1,518.00
Slope Paving Curb	640 lin.ft.	4.50		2,880.00
8-inch Culvert Pipe	140 lin.ft.	5.10		714.00
Deck Seal	4,100 sq.yd.	1.80		7,380.00
2-inch Electrical Conduit	660 lin.ft.	2.50		1,650.00
			\$	576,477.78

Type Code X781Clackamas Intchge. U'xing (Str. No. 8911A) (Sta. LS 531+00.44) (Length 239')

Alterations to Existing Structures	All Required		\$	20,000.00
Shoring, Cribbing, etc.	All Required (25%)			2,500.00
Structure Excavation	400 cu.yd.	5.40		2,160.00
Structure Excavation Below Elevations Shown	40 cu.yd.	5.40		216.00
Furnish HP 10x42 Steel Piling	840 lin.ft.	3.66		3,074.40
Drive Steel Piles	12 only	78.32		939.84
Splice Steel Piles	3 only	37.50		112.50

Oregon State Highway Division

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Project No. EMP-I-205-7(22)301

Class "A" Concrete

(532 C.Y.)

50'/55' Type II Prestressed Beams

55'/60' Type II Prestressed Beams

60'/65' Type II Prestressed Beams

Reinforcement

(113,800 Lb.)

Pedestrian Handrail

Preparation of Slopes

Concrete Slope Paving

Berm Paving

8-inch Culvert Pipe

1-inch Electrical Conduit

3-inch Electrical Conduit

All Required (20%)

8 only

1,000.00

\$ 66,000.00

8,000.00

8 only

1,100.00

8,800.00

16 only

1,200.00

19,200.00

All Required (18%)

496 lin.ft.

18.00

15,840.00

8,928.00

400 sq.yd.

3.20

1,280.00

400 sq.yd.

6.00

2,400.00

100 sq.yd.

6.60

660.00

300 lin.ft.

5.10

1,530.00

330 lin.ft.

2.00

660.00

300 lin.ft.

3.00

900.00

\$ 163,200.74

\$2,274,261.92

Railroad Protective Costs

All Required

\$ 47,000.00

Subtotal

\$2,321,261.92

10% Engr. & Cont.

232,126.08

Subtotal

\$2,553,388.00

Credit for Installation of

Telephone Conduit

All Required

\$ (3,000.00)

Credit for Installation of

Electrical Power Conduit

All Required

(1,000.00)

Total

\$2,549,388.00

Length of Grade and Pave - - - - - 3.682 Miles

Length of Structure - - - - - 0.057 Mile

Total - - - - - 3.739 Miles

Cost of Roadway Per Mile - - - - - \$2,128,353.07

Retained in Program

Temporary Installation of

3 High Mast Towers

All Required

\$ 5,000.00

De-tune Roadway Lighting Poles

All Required

10,000.00

Slide Correction

All Required

10,000.00

Permanent Striping

All Required

12,000.00

Stage Construction Striping

All Required

1,000.00

Foundation Stabilization

All Required

50,000.00

Locked Gates

4 only

250.00

1,000.00

1 1/2-inch Electrical Conduit

All Required

650.00

Oregon State Highway Division

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Federal-Aid

Project No. EMP-I-205-7(22)301

Subtotal	\$ 89,650.00
10% Engr. & Cont.	8,965.00
Total	<u>\$ 98,615.00</u>

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Roadway	\$ 7,836,596.00	\$7,230,043.00	\$606,553.00
Structures	2,549,388.00	2,352,065.00	197,323.00
Subtotals	<u>\$10,385,984.00</u>	<u>\$9,582,108.00</u>	<u>\$803,876.00</u>
Retain in Program	98,615.00	90,982.00	7,633.00
Totals	<u>\$10,484,599.00</u>	<u>\$9,673,090.00</u>	<u>\$811,509.00</u>

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1P - 100%

Group 8 - 0%

Prefix: 603-1017

Contract No. 7660

Adjustments of Utilities and Railroad facilities are included in Project
I-205-7(13)300.

S.E. CAUSEY AVE.-GLADSTONE INTERCHANGE SECTION

Clackamas County Service District's Share for Sewer Work (Sta. 690 and 710+73)

Trench Excavation	1,820 cu.yd.	2.30	\$ 4,186.00
21-inch Sanitary Sewer Pipe	680 lin.ft.	11.50	7,820.00
27-inch Sanitary Sewer Pipe	520 lin.ft.	21.10	10,972.00
Class "A" Concrete in Sewers	85 cu.yd.	53.00	4,505.00
Concrete Manholes	4 only	540.00	2,160.00
Drop Manholes	1 only	1,200.00	<u>1,200.00</u>
	Total		\$30,843.00

S.E. CAUSEY AVE.-GLADSTONE INTERCHANGE SECTION

Clackamas Water District's Share for 48-inch Conduits (Sta. 693 and 711+45)

Trench Excavation	629 cu.yd.	2.30	\$ 1,446.70
Granular Backfill Material	52 cu.yd.	4.80	249.60
48-inch Culvert Pipe	600 lin.ft.	17.40	<u>10,440.00</u>
			\$12,136.30

S.E. CAUSEY AVE.-GLADSTONE INTERCHANGE SECTION

RR Protective Cost - SPTC

Figure Full Flagging Crew for 10 Months, Headquarters - Portland	
Figure Engineer-Inspector for One Year, Headquarters - Portland	
1 Yard Engine Foreman @ \$31.50/day	
\$31.50 x 21 days x 10 months =	\$ 6,615.00
2 Yard Engine Helpers @ \$29.26/day	
2 x \$29.26 x 21 days x 10 months =	<u>\$12,289.20</u>
Subtotal	\$18,904.20
+39% Payroll Additives	<u>7,372.64</u>
Total Wages	\$26,276.84
Travel Expense @ \$15/day/crew	
\$15 x 21 x 10 =	\$ 3,150.00
Meals @ \$6/day/crew	
\$6 x 21 x 10 =	1,260.00
Engineer-Inspector @ \$900/month	
\$900 x 12 months =	\$10,800.00
+39% Payroll Additives =	<u>4,212.00</u>
Total Salary	\$15,012.00
Equipment Rental @ 11¢ per mile, 12 miles/day	
\$0.11 x 12 miles x 21 days x 12 months =	\$ 332.64
Meals @ \$2.00/day	
\$2.00 x 21 days x 12 months =	\$ 504.00
TOTAL RR PROTECTIVE COST =	<u>\$46,535.48</u>
STATE WILL STAND <u>\$47,000</u> RR PROTECTIVE COST	

S.E. CAUSEY AVE.-GLADSTONE INTERCHANGE SECTION

Nonparticipating State Work

Concrete Median and Shoulder Barriers	42 cu.yd.	70.00	\$ 2,940.00
8-inch Storm Sewer Pipe	20 lin.ft.	4.00	80.00
12-inch Storm Sewer Pipe	40 lin.ft.	6.00	240.00
Concrete Inlets, Type B	2 only	220.00	440.00
Concrete Inlets, Type G-2M	1 only	290.00	290.00
Adjusting Manholes	1 only	170.00	170.00
 <u>Signals</u>			
Traffic Signal Installation, Complete	All Required (55%)		60,500.00
State Responsibility for Damages	All Required		<u>2,000.00</u>
			\$66,660.00

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CC: OSHD (E S Hunter) Wash. D.C. (HMO-32)				FINAL ACCEPTANCE REPORT 10-18-76	
REGION NO.	REPORT NO.	COUNTY	DIVISION		
10	16	Clackamas	Oregon		
DATE OF REPORT	REPORT MADE BY		PROJECT NO.		
10-18-76	C. T. Christianson, Area Engineer		I-205-7(22)301		
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME		
2-28-75	4-16-76	100 %	730 CWD		
APPROVED EXTENSIONS	LOCATION				
30 CWD	Three miles east of Milwaukie & three miles north of Oregon City.				
*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. *A copy of the State's materials certificate is attached to the Division office copy of this report. There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.					
REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.					
<u>S.E. CAUSEY AVE.-GLADSTONE INT. SEC.</u> <u>EAST PORTLAND FREEWAY</u> <u>Grading, Paving, Structures, Signing, Illumination & Signals</u> The purpose of this project was to complete construction of this link of I-205 as a useable section and future freeway bypass through east Portland. The project called for six lanes PCC continuously reinforced pavement. The project was completed at a final contract cost of \$8,799,089.72 - representing a 6.6 percent underrun. There was a net underrun of 2.2 percent when total project costs are considered.					
cy RECEIVED STATE HWY ENGR OCT 21 '76 BEILH TO <i>Keasey</i> COPY SENT OCT 21 1976 NOTED E. S. HUNTER					
*NOTE: Not applicable for direct federal projects.					
ACCEPTANCE OF PROJECT IS RECOMMENDED			ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION		
SIGNATURE <i>C. T. Christianson</i> C. T. Christianson			SIGNATURE Original signed by E. J. Valach Dist Engineer		
TITLE Area Engineer	DATE 10-18-76	TITLE District Engineer	DATE 10-20-76		

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Salem, Oregon
October 14, 1976FROM: John A. Bond
Construction Administration EngineerSUBJECT: Proposed Sign Additions
I-205 at Lake Road Interchange
I-5 at Tigard ExitTO: Ed Hardt
Regional Engineer

MILWAUKIE

NOTED
E. S. HUNTER

We comment as follows in response to your September 29 letter concerning major signing structure revisions at southbound Tigard exit (estimated cost \$10,000) and Lake Road Interchange on I-205 (estimated cost \$35,000):

1. The existing S.E. Foster Road - Oregon City Interchange illumination Contract No. 8356 which covers the Lake Road Interchange site has a contract amount of \$261,646. If the new work added to this contract were done by the price agreement method and exceeded 10 percent of this contract amount, we would have to go to the Public Contract Board for permission. I see no problem in eventually transferring the cost to the earlier Ball Contract No. 7660. Both projects utilize Interstate funding.
2. Although apparently FHWA has, or will, approve the signing from a plan standpoint, I wonder if they have approved the State force method for the Tigard - I-5 work estimated at \$10,000. I believe we would still be expected to formally transmit a state force order to them with reasons for a finding in the public interest to accomplish the work by that method.

It seems to me we do not have too good a case for either of the above. If there is an accumulation of factors we can cite, such as public complaints or accidents that make a compelling case for saving time, that would have to be emphasized. We would surely have to admit that this is a large enough package of work to do by a separate contract. If the Lake Road Interchange work were done by extra work order method, we would not have to go to the Public Contract Board with it. We should not use that as a subterfuge, however.

JAB:fr

cc: E. S. Hunter
J. H. Versteeg

RECEIVED STATE HWY ENGR						
OCT 18 '76						
REFER TO						
FOR						
Info	Inves	R/D	D/R	S	Act	File



5767
DEPARTMENT OF TRANSPORTATION

FILED

JUL 19 1976

CLAY MYERS
SECRETARY OF STATE

7 files
JUL 19 2 03 PM '76

CLAY MYERS
SECRETARY OF STATE

July 16, 1976

SALEM, OREGON

97310

STATE HIGHWAY BUILDING

Stillwell-Gerard Construction Co.
P. O. Box 3746
Bellevue, WA 98009

NOTED ON CARD

7-26-76

Gentlemen:

This will acknowledge receipt of your Notice of Claim stating that Gordon H. Ball, Inc., owes you for labor, materials, supplies and equipment performed and furnished in the amount of \$129,459.26.

This appears to be in reference to the Gordon H. Ball, Inc., Contract No. 7660, S.E. Causey Avenue-Gladstone Interchange Section in Clackamas County.

The Argonaut Insurance Company and The American Insurance Company furnished the performance bond on this contract. We will advise them of receipt of your claim, and we will also file it with the Secretary of State.

Please notify this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
D. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:er

cc Gordon H. Ball, Inc.
Attn: Jay T. Row
P. O. Box 278
Danville, CA 94526

Argonaut Insurance Company
250 Middlefield Rd.
Menlo Park, CA 94025

American Insurance Company
921 S.W. Washington St.
Portland, OR 97205

bc Warren Richards
Secretary of State ✓ Please
acknowledge receipt of
the attached claim on the
enclosed copy of this
letter.



NOTICE OF CLAIM

TO: Cecil W. Head
Department of Transportation
State Highway Building
Salem, OR 97310

Re: OSHD Contract No. 7660

Notice is hereby given that the undersigned STILLWELL-GERARD CONSTRUCTION COMPANY has a claim for labor, materials, supplies and equipment performed and furnished for the work in the sum of \$129,459.26 against the bond taken from Gordon H. Ball, Inc., as principal, and the Argonaut Insurance Company and the American Insurance Company, as sureties, for the work of grading, paving, structures, signing and illumination and signals of the S. E. Causey Avenue to Gladstone Interchange Section of the East Portland Freeway Highway in Clackamas

STILLWELL-GERARD CONSTRUCTION CO.

By: Donald S. Gerard

STATE OF WASHINGTON)
County of King) ss

Before me personally appeared the above named Donald S. Gerard, who is the Partner of Stillwell-Gerard Construction Company, and verified the foregoing Notice of Claim as true to the best of his knowledge and belief.



NOTED
C. W. HEAD

Bernice M. Sullivan
Notary Public for Washington
My commission expires:
April 21, 1980

7660
June 7, 1976

Kobin & Meyer
Attorneys at Law
Suite 800
610 S. W. Alder Street
Portland, OR 97205

Attention: Mr. Daniel J. Seifer

Gentlemen:

This is in reply to your letter of June 2, 1976,
concerning Gordon H. Ball, Inc., Contract No. 7660 in
Clackamas County.

Attached is a copy of the Performance Bond and
a copy of the final Contract Payment Voucher covering this
contract.

This contract was completed on February 28, 1975,
and accepted by the State on April 16, 1976. There is no
charge for this material.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kr

Attachments

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
MARK SILVERSTEIN
ELIZABETH YEATS
ROBERT W. O'CONNOR

LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

AREA CODE 503
223-1107

June 2, 1976

Mr. Cecil Head
Oregon State Highway Division
State Office Building
Salem, OR 97310

Re: OSHD Contract No. 7660
S. E. Causey Avenue - Gladstone Interchange
Section of I-205
Gordon H. Ball, Inc. - prime contractor

Dear Mr. Head:

This office represents Stillwell-Gerard Construction Company, subcontractor on the referenced project.

I would appreciate your furnishing to me at your earliest convenience:

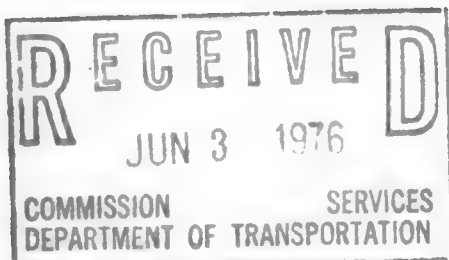
- (a) a copy of the performance bond;
- (b) a copy of the final estimate; and
- (c) the date on which the project was formally accepted by the affirmative action of the Oregon Transportation Commission.

We would be happy to reimburse you for any copy charges incurred. Thank you for your courtesy and cooperation.

Very truly yours,

KOBIN & MEYER

Daniel J. Seifer
Daniel J. Seifer



OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

April 14, 1976

FILE:

FROM:

R. Church for
C. T. Keasey
Construction Engineer

SUBJECT:

Highway Project
Acceptance

TO:

F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 7660, Work Completed February 28, 1975
Project S.E. Causey Ave.-Gladstone Intchge.
Highway E. Portland Freeway, County Clackamas
Type of Work Grade, Pave, Sign, Illumination & Signals
Contractor Gordon H. Ball, Inc.
Recommended Acceptance Date April 16, 1976

The contractor has completed all work according to specifications
and I recommend your acceptance of the project.

RDC:ljt

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

RECEIVED STATE HWY ENGR						
APR 20 '76						
REFER TO						
FOR APPROVED						
Info	Inves	R/D	D/R	Sign	Act	File
STATE HIGHWAY ENGINEER						<i>[Signature]</i>
DATE: <u>4-21-76</u>						

Letter written

4-22-76

7660

43

April 22, 1976

Argonaut Insurance Company
250 Middlefield Rd.
Menlo Park, CA 94025

American Insurance Company
921 S.W. Washington St.
Portland, OR 97205

Gentlemen:

Contract No. 7660 awarded to Gordon H. Ball, Inc., for work on the S.E. Causey Ave.-Gladstone Interchange Section of the East Portland Freeway in Clackamas County was completed on February 28, 1975, and accepted by the Administrator and State Highway Engineer on April 16, 1976.

Final payment in the amount of \$5,602.14 will be released to the contractor after April 28, 1976. The total contract amount is \$9,199,234.13 including \$248,439.37 for work performed under force account.

You have been advised previously that claims have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cc

Gordon H. Ball, Inc.
P. O. Box 897
Benton, WA 98055

Mr. J. Farrell, Project Mgr.
Gordon H. Ball, Inc.
P. O. Box 151
Oregon City, OR 97045

cc C. T. Keasey
Walt Hart
V. K. Skoog Attn: Dick Haeck
E. L. Hardt

UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF OREGON

RECEIVED STATE HWY ENGR.					
JAN 2 '76					
REFER TO					
FOR					
Info	Inves	R.D.	D.F.	S.S.	At

In re

TARGET DREDGING AND
PILEDIVING CO., an
Oregon Corporation

Bankrupt

BANKRUPTCY NO. B75-3676

NOTICE TO CREDITORS

Notice is hereby given that Robert Butts, Receiver has applied to the court for authority to reject executory contracts between the bankrupt and Weyerhaeuser Company as follows:

1. Contract C-5-74 (with supplement) a piece rate contract for dredging and main cargo dock dredging, said contract being approximately 80% complete and upon which there is now due by reason of progress billings, \$15,725.13.

2. Contract C-743-75 for rebuilding perimeter boom, contract amount \$53,080.00, contract approximately 20 to 35% complete.

3. Contract C-150-75 for rebuilding chip export dock for amount of \$112,985.00. Contract 25 to 30% complete. There is now due \$5,931.71 for progress billing.

Receiver's application recites that the cost of completing the contracts is equal to or in excess of the contract prices; that Weyerhaeuser is negotiating with BDR Corporation to complete the contracts for the contract prices. Weyerhaeuser has indicated that the will not offset any damages on said interests against the amounts currently due to Target. An order has been entered authorizing the Receiver to reject said contracts subject to notice to creditors and subject to approval by the Trustee.

Any objection to the rejection must be made before the undersigned Bankruptcy Judge on January 15, 1976 at 9:30 o'clock, a.m., Courtroom No. 2, Pioneer Courthouse, S.W. 6th & Morrison, Portland, Oregon. Barring any objections it is anticipated that the Trustee will approve the rejection.

HENRY L. HESS, JR.
Bankruptcy Judge
313 Pioneer Courthouse
Portland, Oregon 97204

UNITED STATES DISTRICT COURT

for the District of OREGON

In re

TARGET DREDGING & PILEDRIVING
CO., an Oregon Corporation

Bankruptcy No. B75-3576
Fed. I.D. No. 93-0549659

Bankrupt*

ORDER FOR FIRST MEETING OF CREDITORS AND FIXING TIMES FOR FILING
OBJECTIONS TO DISCHARGE AND FOR FILING COMPLAINT TO DETERMINE
DISCHARGEABILITY OF CERTAIN DEBTS, COMBINED WITH NOTICE THEREOF
AND OF AUTOMATIC STAY

RECEIVED	
STATE HWY ENGR	
JAN 2 '76	
REFER TO	
FILE	
1	2
3	4
5	6
7	8
9	10

its

To the bankrupt, his creditors, and other parties in interest:

TARGET DREDGING & PILEDRIVING CO. of ** 12411 N. Portland Rd., Portland
Oregon
having been adjudged a bankrupt on a petition filed by ~~for against~~ him on November 20, 1975

It is ordered, and notice is hereby given, that:

1. The first meeting of creditors shall be held at Courtroom No. 2, Pioneer Courthouse
Portland, Oregon
on January 15, 1976, at 9:30 o'clock a.m.
2. The bankrupt shall appear in person (or, if the bankrupt is a partnership, by a general partner, or,
if the bankrupt is a corporation, by its president or other executive officer) before the court at that time
and place for the purpose of being examined.
3. March 15, 1976 is fixed as the last day for the filing of objections to the dis-
charge of the bankrupt.
4. March 15, 1976 is fixed as the last day for the filing of a complaint to determine

the dischargeability of any debt pursuant to § 17c(2) of the Bankruptcy Act.

You are further notified that:

The meeting may be continued or adjourned from time to time by order made in open court, without
further written notice to creditors.

At the meeting the creditors may file their claims, elect a trustee, elect a committee of creditors, ex-
amine the bankrupt as permitted by the court, and transact such other business as may properly come be-
fore the meeting.

As a result of this bankruptcy, certain acts and proceedings against the bankrupt and his property are
stayed as provided in Bankruptcy Rules 401 and 601.

If no objection to the discharge of the bankrupt is filed on or before the last day fixed therefor as stated
in subparagraph 3 above, the bankrupt will be granted his discharge. If no complaint to determine the
dischargeability of a debt under clause (2), (4), or (8) of § 17a of the Bankruptcy Act is filed within the time
fixed therefor as stated in subparagraph 4 above, the debt may be discharged.

In order to have his claim allowed so that he may share in any distribution from the estate, a creditor
must file a claim, whether or not he is included in the list of creditors filed by the bankrupt. Claims which
are not filed within 6 months after the above date set for the first meeting of creditors will not be allowed,
except as otherwise provided by law. A claim may be filed in the office of the undersigned bankruptcy
judge on an official form prescribed for a proof of claim.

Unless the court extends the time, any objection to the report of exempt property must be filed within
15 days after the report has been filed.

Dated: December 31, 1975

Bankruptcy Judge

313 Pioneer Courthouse
Portland, Oregon 97204

7660

R

July 7, 1975

Young, Horn, Case & Scott
Attorneys at Law
1170 Pearl Street
Cascade Building
Eugene, OR 97401

Attention: Phil Case, Jr.

Gentlemen:

The Secretary of State's Office has forwarded to us copies of the Grant Construction Company claims against Gordon H. Ball, Inc.'s two contracts as follows:

Contract No. 7950 - Hogan Road-
Boring Section, Clackamas County
\$51,643.21 for aggregate materials.

Contract No. 7660 - SE Causey Avenue-
Gladstone Interchange Section, Clackamas County, \$17,080.88 for aggregate materials.

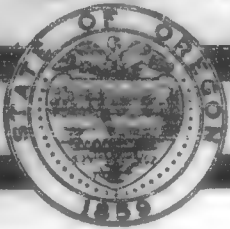
Please notify this office when these claims have been satisfied.

Very truly yours,

C.W. Reed
COMMISSION SERVICES

CWR:hb

cc Gordon H. Ball, Inc.
Argonaut Insurance Company
American Insurance Company
Grant Construction Company



OFFICE OF THE SECRETARY OF STATE

CLAY MYERS
SECRETARY OF STATE

ELECTIONS AND PUBLIC RECORDS
DIVISION
STATE CAPITOL
SALEM, OREGON 97310
378-4144

LYNDON A. S. WILSON, JR.
RICHARD M. BANTON

C

June 27, 1975

O

Phil Cass, Jr.
Young, Horn, Cass & Scott
Attorneys at Law
1170 Pearl Street
Cascade Building
Eugene, Oregon 97401

Dear Mr. Cass:

P

We have received and filed, as of June 18, 1975, Notice of Claims by Grant Construction Company, in the amount of \$17,808.28, for materials furnished in connection with Oregon State Highway Project #7660, against the bond taken from Gordon H. Ball, Inc., principal, and Argonaut Insurance Company and American Insurance Company, sureties; our filing #4958; and in the amount of \$51,643.21, for materials furnished in connection with Oregon State Highway Project #7960, against the bond taken from Gordon H. Ball, Inc., principal, and Argonaut Insurance Company, surety, our file #4959.

If you have any questions regarding this matter, please contact this office.

Y

Sincerely,

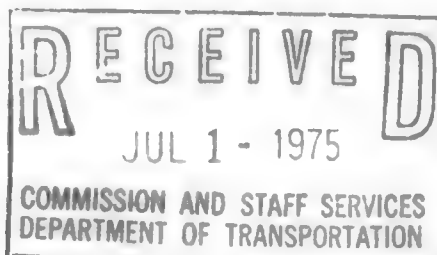
Richard M. Banton
Assistant Secretary of State

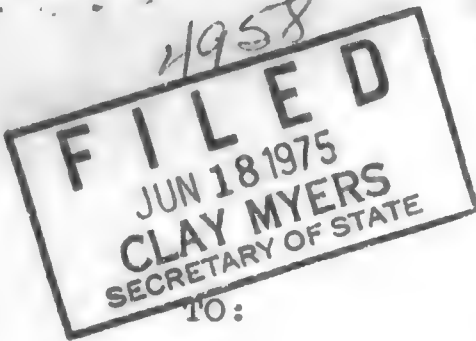
By

Carol Pickerel

Carol Pickerel
Chief Clerk, Public Records

cc: C. W. Head
Commission Services
Highway Building
Salem, Oregon 97310





BOND CLAIM

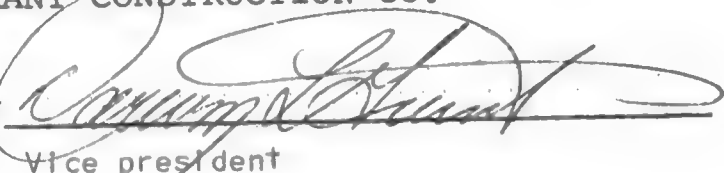
TO: STATE OF OREGON

NOTICE IS HEREBY GIVEN that the undersigned,
Grant Construction Co. has a claim for aggregate materials
furnished by Grant Construction Co., in the sum of \$17,080.28
against the bond taken from Gordon H. Ball, Inc., as principal,
and Argonaut Insurance Co. and American Insurance Co. as sureties,
for the work on Oregon State Highway Project #7660.

DATED this 16th day of June, 1975.

GRANT CONSTRUCTION CO.

By


Vice president



RECEIVED
JUN 18 1 38 PM '75
CLAY MYERS
SECRETARY OF STATE

7660

R

DEPARTMENT OF JUSTICE

NOTED
H. S. COULTERMemorandum

TO: H. S. Coulter
Assistant State Highway Engineer-Operations

FROM: Jack L. Solis
Assistant Attorney General

SUBJECT: Freiter Complaint

DATE: June 20, 1975

Attached please find a copy of a letter from Mrs. Freiter and also a copy of a letter from the Federal Highway Administration.

I would appreciate it if you could have this sent through channels so that the contractor will be advised that she is unhappy and has complained to the Federal Highway Administration and asked that their insurance carrier take some positive action on the matter.

It appears that one of the problems involved is the fact that she has the 80 or 90 year old mother to take care of and the insurance adjuster does not make an appointment in advance to discuss the matter with her and usually drops in at an inconvenient time. It also appears that she may be a bit difficult to deal with and the insurance adjuster should make some effort to work with her and get this matter settled as it appears that there is indeed some damage to her property. From what the Federal Highway Administration advises me the contractor has acknowledged that there is some responsibility. I would appreciate it if the Resident Engineer could get the contractor moving on this and keep this office advised as to how the matter is proceeding.

JLS:kw;hg
Attachments

6-23-75
REFER TO
Memo - Bothman
By Asst. State Hwy. Engr.
by Keesey. -

RECEIVED

JUN 23 1975

Office of
Assistant State Highway Engineer

Please follow up and
see if contractor's insurance
adjuster could work with
property owner if there are
some damages to be taken
care of. JSC

LEE CHINSON
ATTORNEY GENERAL



JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION

XXXXXXXXXXXXXXXXXXXX
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

211 State Highway Building

June 20, 1975

Mr. and Mrs. W. E. Freiter
9100 S.E. Sunnyside Road
Clackamas, OR 97015

Dear Mr. and Mrs. Freiter

Please be advised that I have received a copy of your letter to the Federal Highway Administration and will send it through channels with the Highway Division and ask that the insurance carrier for the contractor contact you in the proper manner. If you have any further questions on this matter please do not hesitate to contact this office. My phone number is 378-4259.

Sincerely

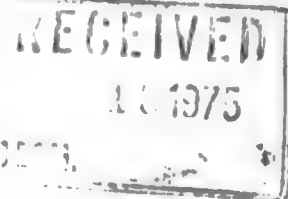
Jack L. Sollis
Assistant Attorney General

JLS:kw;hg

cc - H. S. Coulter



U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308



NOTED
JACK L. SOLLIS

June 13, 1975
IN REPLY REFER TO
1041DA/INQ 481

Mr. and Mrs. W. E. Freiter
9100 S. E. Sunnyside Road
Clackamas, Oregon 97015

Dear Mr. and Mrs. Freiter:

Your June 10, 1975 letter discussed damage you indicate occurred to your property as a result of blasting from construction of I-205 in the vicinity of Sunnyside Road.

The Federal Highway Administration is not a party to the contract for construction of Federal-aid projects such as I-205 although we are involved in administering the Federal-aid funds involved.

I have asked that a representative from the Oregon Highway Division contact you to clarify responsibilities under the construction contract.

Sincerely yours,

G. L. Green
Division Engineer

Mr. & Mrs. W. E. Freiter
9100 S.E. Sunnyside Rd.
Clackamas, Oregon 97015

6-10-75
Clackamas, Ore.

Mr. Glen Green
Division Engineer
Federal Highway Administration
Salem, Oregon



Dear Mr. Green:

We wish to advise that we are in conflict with an adjuster relative to damage sustained on our property caused by constant blasting of building of I-205 freeway in the area of Sunnyside road. We contacted the regional attorney, Mr. Rutledge with the Federal Highway Division who in turn referred us to you.

We would like to have you contact us relative to getting some kind of compensation for damage inflicted which we are unable to get any results from the local construction adjuster Mr. Elpin. You may contact us by calling 654-1820.

Yours very truly,
Mr. W. E. Freiter
9100 S.E. Sunnyside Rd.
Clackamas, Ore. 97015

RECEIVED
JUN 27 1975

#7660



ROBERT W. STRAUB
GOVERNOR

RECEIVED	
STATE HWY ENGR	
FEB 6 '75	
REFER TO	
FOR	
Info	Inves
RD	CR
Engl	Act

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

February 5, 1975

Mr. Walter S. Freiter
9100 S. E. Sunnyside Road
Clackamas, Oregon 97015

Dear Mr. Freiter:

I have your recent letter expressing dissatisfaction with the advice given you by former Governor McCall concerning blasting damage to your home during construction of the I-205 freeway.

The State Highway Division has no system or procedure set up to assist a property owner in a damage claim against a contractor and, of course, the contractor would not be interested in assisting in preparing a damage claim which would be brought against him or his insurance company.

In Governor McCall's December 17, 1974, letter, you were advised to present your claim in writing to the home office of Gordon Ball Construction Company. This claim would not necessarily need to have specific dollar damages listed, but could state the nature of the damage (such as damaged foundation, roof, etc.) and ask that these damages be repaired to the original or satisfactory condition.

Hopefully, by now you have been contacted by the Ball Construction Company or their insurance company. The attached letter addressed to the State Highway Division's Portland Office indicates their desire and willingness to comply with their responsibilities in this matter.

However, if you have not heard from them, it is important that you submit your claim promptly, including specifically the nature of the damages to your house and/or property.

Sincerely,

Governor

RWS:it
Encl.

bcc: Dep't. of Transportation

COPY

NOTED
MARIE STEPHENS

cy Coulter
2/7

#7660
January 28, 1975

F. B. Klaboe - Ext. 6516

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION

Mr. Walter S. Freiter
9100 S. E. Sunnyside Road
Clackamas, Oregon 97015

Dear Mr. Freiter:

966-5
I have your recent letter expressing dissatisfaction with the advice given you by former Governor McCall concerning blasting damage to your home during construction of the I-205 freeway.

The State Highway Division has no system or procedure set up to assist a property owner in a damage claim against a contractor and, of course, the contractor would not be interested in assisting in preparing a damage claim which would be brought against him or his insurance company.

In Governor McCall's December 17, 1974, letter, you were advised to present your claim in writing to the home office of Gordon Ball Construction Company. This claim would not necessarily need to have specific dollar damages listed, but could state the nature of the damage (such as damaged foundation, roof, etc.) and ask that these damages be repaired to the original or satisfactory condition.

Hopefully, by now you have been contacted by the Ball Construction Company or their insurance company. The attached letter addressed to the State Highway Division's Portland Office indicates their desire and willingness to comply with their responsibilities in this matter.

Mr. Walter S. Freiter
January 28, 1975
Page two

However, if you have not heard from them, it is important that you submit your claim promptly, including specifically the nature of the damages to your house and/or property.

bc: George M. Baldwin
A. E. Johnson
H. S. Coulter
R. M. Bothman

MAC:eg srb

RECEIVED

JAN 22 1975

OFFICE
DIRECTOR OF TRANSPORTATION

Clackamas, Oregon
January 16, 1975

900614

Dept. of
Transportation

Governor Robert Straub

Salem, Oregon

Your Honor:

Info	FCR	JAN 20 1975	RECEIVED STATE HIGHWAY ENGINEERING
Inves		REFER TO	
R/D			
D-R			
Sign			
Act			

1/30/75

Last October 1974 we had written a complaint to the governor's office regarding blasting in our area of I-205 which over a period of a year had damaged our residences. It seems that when we tried to get response as to who would be liable, the State Highway Department or the Contractor, prompted us to contact the state. We received an answer from, ex-Governor McCall advising us what course we would have to take but she does not give us a satisfactory answer. We were asked to submit an estimate of damages incurred but before proceeding with seeking such estimate, we would like to know who will be paying for making a survey of the damages. We do not feel we should be obligated for the expense of not all to get a qualified firm to make an inspection and estimate of the damage. The blasting also had harassed

January 16, 1975

my wife as well as a married mother-in-law during this long period of time. Over the period of a year we were subjected to some 47 or more blasts which we have recorded and their severity.

Please find enclosed a copy we received from the governors office in response to our first complaint. This letter does not give us much direction as we understand the Gordon Ball Construction Company has been sold to another contracting firm. We will appreciate your reply.

Yours very truly,

Walter E. Dreiter
9100 S.E. Sunnyside Road
Clackamas, Oregon 97015

#-1660



TOM MCCALL
GOVERNOR

RECEIVED STATE HWY ENGR						
DEC 20 1974						
REFER TO						
FOR						
Inf	Inv	UD	DR	Sim	Act	File

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

December 17, 1974

Mr. and Mrs. W. E. Freiter
9100 S. E. Sunnyside Road
Clackamas, Oregon 97015

Dear Mr. and Mrs. Freiter:

I am sorry to hear of the inconvenience you suffered as a result of the construction of the I-205 freeway.

The State Highway Division is responsible for administering contracts; however, contract specifications assign the responsibility for such things as damage from blasting to the successful bidder on each job.

You should present your claim in writing to the home office of Gordon Ball Construction Company, P. O. Box 278, Danville, California 94526, and furnish a carbon copy of the claim to Roy T. Heinz, 9000 S. E. Fuller Road, Portland, Oregon 97266, who is the Highway Division's Resident Engineer in charge of the project.

Sincerely,

Governor

TM:mb
bcc: Highway Division

cy
HUNTER
KERRY
12-23-74

NOTED
MARIE STEPHENS

COPY



Gordon H. Ball, Inc.

December 10, 1974

Mr. Marion A. Craft
Metro Construction Engineer
Oregon State Highway Division
5821 N. E. Glisan
Portland, Oregon 97213

Re: Our File: 510-74022
Claimant: FREITER, W. E.
Date/Loss: January 1973

Dear Mr. Craft:

In response to your letter of December 3, 1974 concerning Mr. & Mrs. W. E. Freiter please be assured that we have this date complied with our requirements under contract to the State of Oregon and will continue to comply in the future.

In early 1973 we referred the claim as alleged by the Freiters to our insurance carrier, Argonaut Insurance Company. Since that time our insurer has handled the claim on our behalf.

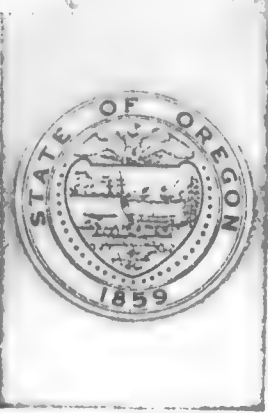
In order to fully apprise you of our activities pertaining to the Freiters claim I have requested a detailed analysis of activities conducted by both our carrier and ourselves. I would hope by the first of the year I will be able to advise you of our findings.

Sincerely,

Houston Knox
Houston Knox
Insurance Manager

ra

C. H. Ball
METRO CONSTRUCTION ENGINEER
DEC 16 1974
EP TE UE FILE TIA



**OREGON STATE
HIGHWAY DIVISION**

Routing	
1 Koosey	RECEIVED Scofield
2 Bend	Gunn
3 Jackmond	DEC 4 1974 Berg
4 Harwood	
Johnsen	CONSTRUCTION
Walker	SECTION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

December 3, 1974

F. B. KLABOE
Administrator of Highways

GORDON BALL CONSTRUCTION COMPANY
P.O. Box 278
Danville, CA 94526

Subject: S.E. Causey-Gladstone Section
Contract: 7660
Complaint of blasting damage
by Mr. & Mrs. W. E. Freiter
near Sunnyside Road

This office recently received a complaint of blasting damage which had been originally sent to the Governor's office, and was forwarded to us for reply.

Our response to Mr. and Mrs. Freiter, which went back to the Governor's office for his signature, was that according to the Standard Specifications for Highway Construction, the contractor is solely responsible for blasting damage and that they should contact the Gordon Ball Construction Company here in Portland and present their claim for damages.

Their main complaint was a lack of response from your company, plus what they considered a run-around in accepting responsibility.

You are no doubt well aware of your responsibilities along this line; however, your attention is called specifically to Articles 107.14, 107.19 and 107.21 in the Standard Specifications.

Please keep us informed as to the disposition of this claim.

Marion A. Craft
MARION A. CRAFT
Metro Construction Engineer

ebg

cc: C. T. Keasey
Bud Heinz

RECEIVED
DEC 9 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

*copy to
H.S. Coulter
EBK*

#7660
November 22, 1974

F. B. Klaboe - Ext. 6516

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION

704-K
Mr. and Mrs. M. E. Freiter
9100 S. E. Sunnyside Road
Clackamas, Oregon 97015

Dear Mr. and Mrs. Freiter:

I am sorry to hear of the inconvenience you suffered as a result of the construction of the I-205 freeway.

The State Highway Division is responsible for administering contracts; however, contract specifications assign the responsibility for such things as damage from blasting to the successful bidder on each job.

You should present your claim in writing to the home office of Gordon Ball Construction Company, P. O. Box 278, Danville, California 94526, and furnish a carbon copy of the claim to Roy T. Heinz, 9000 S. E. Fuller Road, Portland, Oregon 97266, who is the Highway Division's Resident Engineer in charge of the project.

bc: George H. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
C. W. Head
R. N. Bothman
Roy Heinz

MAC:ebg/CTK:1a/ESH:js srb

10-28-74 Freiter to Hwy

Clackamas, Oregon

Oct. 24, 1974

Frederic M. Call
Clackamas, Oregon

Your Honor:

Please be advised that we are
notifying you that we have a ^{Dept}
Complaint against the State Highway
of Oregon and Gordon Ball Construction
Company in regards to the building
of I-205 freeway which was presumably
authorized through your office.

We are located on Sennyside Road,
two blocks from construction work and
have been subjected to repeated
blasts of such intensity that widespread
serious damage has been inflicted
to our property and health.

It seems that when we contacted
the State Highway Department in
regards to this matter, we were

RECEIVED STATE HWY ENGR						
OCT 29 '74						
REFER TO Coulter						
FOR						
Info	Inv's	R/D	D/R	Sign	Act	File
		✓				

advised to contact Gordon H.
Ball Construction Company in regards
to our complaints. Gordon H. Ball
Company in turn informed us it
was a matter for the Oregon State
Highway Department.

We are therefore asking you to
have the proper State Official
make an appointment to hear our
complaint. Please give this your
immediate attention.

Sincerely,

Mrs. & Mr. W. E. Freiter
9100 S.E. Sunnyside Rd.
Clackamas, Oregon
97015

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE November 19, 1974

TO R. N. Bothman
Attention: Marion Craft

FROM H. S. Coulter *H. S. Coulter*

SUBJECT Assignment No. FBK 704
Mr. and Mrs. W. E. Freiter Complaint
re Blasting near Sunnyside Road
I-205, Contract No. 7660

As a follow-up to your report on the subject complaint, please direct a letter to the Gordon Ball Construction Company, including their home office, advising them of the complaint to the Governor's office and calling attention specifically to their responsibilities for such alleged damage under the Standard Specifications, especially Articles 107.14, 107.19 and 107.21.

I suggest that you also request that they keep you advised of the disposition of this claim.

1a

cc C. T. Keasey

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

November 13, 1974

Portland, OR 97213

FILE Case file

Genn

FROM:

Marion A. Craft

MARION A. CRAFT

Metro Construction Engineer

SUBJECT:

Complaint of blasting
near Sunnyside Road
I-205 Contract: 7660

TO:

CARROLL T. KEASEY
Construction Engineer

SALEM

Attached is a suggested rough draft for the Governor's office in answer to the complaint by Mr. and Mrs. W. E. Freiter.

I talked to the Freiters by telephone on Monday, November 4th. They have a good record of when the shots were made and answered my first question, i.e. those shots were made by Ball Construction Company in the construction of the bridge at Sunnyside Road and the roadway nearby. Mrs. Freiter had the most complaints since she is home most of the day. She says that before construction started, a representative from Ball came around and explained what would be going on, that some blasting would be done and that they would be notified when a blast was set to go off. Mrs. Freiter claims that the contractor made very little effort to keep them informed, that the shots were so large that the house would vibrate, ceilings cracked, kitchen counters pulled apart, mortar was loosened between bricks in the fireplace, and that she has her semi-invalid mother staying with her and she was constantly upset. She also said that a couple of men came to the house and I understood her to mean Highway employees, and wanted to take pictures of the inside of the house, and that she wouldn't let them in.

I talked to Roy T. Heinz and he said that both he and the contractor bent over backwards to keep the Freiters and other people in the area informed as to when the shots would take place. He didn't think they missed more than one or two times to inform them.

The contractor found harder rock than he anticipated at this site and also a knob of rock directly under the bridge, so he had to do quite a lot of tough excavation all by blasting, so no doubt these people and several others were quite severely affected by these blasts.

ebg

attachment

RECEIVED

NOV 15 1974

Office of
Assistant State Highway Engineer107.14
107.19
107.21

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION

S. T. Causey Ave. -
Gladstone Intchge.

WEEK ENDING

May 10, 1975

SECTION PREFIX

603-1017

HIGHWAY

East Portland Freeway

COUNTY

Clackamas

NAME OF JOB

S. T. Causey Ave. - Gladstone Intchge.

KIND OF WORK

Grading - Paving - Structures - Signing - Illum. - Signals

CONTRACTOR

Gordon W. Ball, Inc.

CONTRACT NUMBER

7600

FEDERAL AID PROJECT NUMBER

FIP I-205-7(22)301

DATE OF CONTRACT

November 4, 1971

DATE WORK STARTED

January 10, 1972

ESTIMATED COMPLETION DATE

~~XXXXXX~~ Feb. 28, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR work days 760

WORK DAYS USED

CALENDAR work days used 759

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED

100

PROJECT AUTHORIZATION:

10,794,239.60

ENGINEERING AUTHORIZATION

771,338.52

PERCENT OF CONTRACT COMPLETED
BASED ON ESTIMATED COST

100

EXCLUSIVE OF ENGINEERING:

10,022,901.08

ENGINEERING COST TO DATE

1,095,000.00

PERCENT OF CONTRACT
COMPLETED BASED ON
TOTAL AUTHORIZATION

100

ESTIMATED COST OF COMPLETED
PROJECT, EXCLUSIVE OF
ENGINEERING:

9,722,901.00

DATE PROJECT WAS COMPLETED:

Feb 28, 1975

ESTIMATED PERCENT: ~~XXXXXX~~ 3%
OVER RUN UNDER RUN

PERCENT OF AUTHORIZATION

142%

Date semi final anticipated:
May 12, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	P.C.C.	100	Illum.	100
100	100	100	100	100	C.T.B. 100	Sign.	100	Signals	100
					A.C. Paving	C.T.B.		Conc. Paving	
								Sq. Yd.	Cu. Yd.
MILES IN PROJECT		3.7	3.7	3.7	3.7	2.0	1.7		
MILES PARTIALLY COMPLETED		3.7	3.7	3.7	3.7	2.0	1.7		
MILES COMPLETED		3.7	3.7	3.7	3.7	2.0	1.7		
TOTAL ESTIMATED QUANTITIES (CONTRACT)		1,714,000	144,700	78,000	99,900	80,600	16,500		
TOTAL QUANTITIES CORRECTED TO DATE		1,596,730	129,388	82,147	77,790	79,685	16,644		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		1,596,730	129,388	82,147	77,790	79,685	16,644		
AVERAGE DAILY QUANTITIES		0	0	0	0	0	0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME									
NUMBER OF SHIFTS PER DAY									
HOURS PER SHIFT									
EQUIPMENT USED DURING THE WEEK:									

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Sunnyside 9715	N.B.S.P. 22,9717	82nd Dr. 9718	S.B.S.P. 22,0717A	Clack Hwy. 9719	Clack 8911 A	Box Culv. 13566	Retaining Walls
PERCENT	100	100	100	100	100	100	100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4	Showers			
MONDAY 5	Showers			
TUESDAY 6	Showers			
WEDNESDAY 7	Cloudy			
THURSDAY 8	Fair			
FRIDAY 9	Fair			
SATURDAY 10				

Kensley
Band

RECEIVED

MAY 12 1975

CONSTRUCTION

SECTION

Scotfield

Glenn

Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY May 4	
MONDAY May 5	No activity.
TUESDAY May 6	
WEDNESDAY May 7	
THURSDAY May 8	
FRIDAY May 9	
SATURDAY May 10	

REMARKS

Semi final estimate being submitted to Metro Office Monday, May 12, 1975.

Final weekly report for this project.

SIGNED

Roy T. Heinz
Roy T. Heinz, Res. Eng'r

LOCATION

Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, OR

FILE:

March 11, 1975

NOTED
H. S. COULTER

FROM: *[Signature]*
C. T. Keasey
Construction Engineer

SUBJECT: S.E. Causey Ave.-Gladstone Sect.
Contract No. 7660
Complaint of Blasting Damage by
Mr. & Mrs. Karl Bonstein

TO: R. N. Bothman
Metro Engineer

Attached is a notice of claim by the Bonstein's for damages to their residence on S.E. Monterey Ave., caused by blasting on the above construction project.

Please see that this claim is forwarded to the Gordon H. Ball Construction Company, along with instructions that he is to keep us advised as to how he is handling it and when and if he settles it.

JTS:mk

Attachment

cc: H. S. Coulter
Jack Solis

RECEIVED

MAR 12 1975

Office of
Assistant State Highway Engineer

DEPARTMENT OF JUSTICE

Memorandum

TO: Scott Coulter
Assistant State Highway Engineer

FROM: Jack L. Sollis *JLS*
Assistant Attorney General

SUBJECT: Claim by Mr. and Mrs. Karl Bonstein

DATE: March 7, 1975

Attached please find a copy of the notice of claim by the Bonstein's for damages to their residence as a result of blasting on the construction of I-205.

This is the responsibility of the contractor and I would suggest that this claim be forwarded through proper channels to the contractor so he can get his insurance adjuster on the job and handle the matter and have the contractor keep us advised as to how he is handling it and when and if he settles it.

JLS:clh
attachment
cc: Chubb/Pacific

*Causey - Gladstone
Contract 7660*

3-10-75

Refer to

Kearney

By H.S. Coulter

TAA cy HSC

RECEIVED

MAR 10 1975

Office of
Assistant State Highway Engineer

1	Kearney	RECEIVED	Scotfield
2	Bond		Glenn
3	Jackmond	MAR 10 1975	Berg
4	Harwood		
	Johnson	CONSTRUCTION	
	Walker	SECTION	

NOTICE

TO: F.B. KIABOE, Oregon State Highway Commission,
Lee Johnson, Attorney General of State of Oregon,
U.S. Department of Transportation - Federal Highway
Administrator L.E. LYBECKER, and
U.S. Attorney General's Office

YOU ARE HEREBY NOTIFIED AND ADVISED that claim is made against the State of Oregon Highway Commission, the U.S. Department of Transportation, Federal Highway Administration, that on or about October 22, 1974, (and on dates prior to and subsequent thereof) Mr. & Mrs. Karl Bonstein's personal residence located at 8335 S.E. Monterey Avenue, Portland, Oregon, received severe damage to it's structure and foundation as a result of blasting being performed in the construction of Interstate Highway 205.

That the damage was proximately caused by the negligence of the State of Oregon and Federal Highway Administration, and their agents.

The exact amount of the claim for structural damages (specialty) are undetermined at this time, however, the proximate claim is therefor computed at \$7,500.00.

Notice is hereby given by mailing to the above named parties a correct original copy, certified by me as such, contained in a sealed envelope, with postage paid.

Any communication on this matter should be directed to:

GARY L. CASE, Attorney at Law
318 Morgan Bldg., Portland, Oregon 97205

Very truly yours,

Gary L. Case
Gary L. Case

GLC:ca

Wm. J. Clement

7460



**OREGON STATE
HIGHWAY DIVISION**

CON-5-7660

Robert W. Straub

~~XXXXXXXXXX~~
GOVERNOR

March 10, 1975

F. B. KLABOE
Administrator of Highways
TO

G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. EMP-I-205-7(22)301

FROM

C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance

Contract 7660, Work Completed February 28, 1975
Project S.E. Causey Ave.-Gladstone Interchange
Highway East Portland Freeway
County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date February 28, 1975

BMW:bb

cc: F. B. Klaboe
C. T. Keasey

NOTED
S. COULTER

G. L. Green
G. L. Green
Division Engineer

RECEIVED

MAR 27 1975

Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR

MAR 27 '75

REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTICE

NOTED
F. B. KLABOFF

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 26, 1975

NOTED

H. S. COULTER

FILE: CON 5 #7660

FROM: C. T. Keasey
Construction Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Assignment AEJ-1090
Letter from Stillwell-Gerard to
Gordon H. Ball, Inc. re
S.E. Causey-Gladstone Interch.
I-205 Contract No. 7660

The problems described in the letter (copy) from Donald S. Gerard of Stillwell-Gerard Company to Gordon H. Ball, Inc., (dated February 20, 1975) are a part of the negotiations currently being carried on to resolve the matter of the major change in the illumination on the subject project.

The changes involved elimination of most of the high mast lighting, substitution of some low level lighting, payment for conduit and wiring already in place, purchase of construction materials delivered to the project, etc., etc.

We have all been trying to establish a basis of equity to settle this problem.

It appears to me that the copy of the letter from Mr. Gerard to Gordon H. Ball was sent only as a matter of information to reinforce their position. I do not believe a direct response is necessary or advisable because of the negotiations through the prime contractor.

CTK:fr

COPIE
A. E. JOHNS

RECEIVED

FEB 26 1975

Office of
Assistant State Highway Engineer

RECEIVED STATE HWY ENGR							
FEB 27 '75							
REFER TO							
FOR							
Info	Inves	R/D	D/R	Sign	Act	File	

STILLWELL-GERARD

CONSTRUCTION CO.

February 20, 1975

Mr. Jay Roe
Gordon H. Ball, Inc.,
P.O. Box 897
Renton, Washington 98055

RECEIVED STATE HWY ENGR						
FEB 24 '75						
REFER TO <i>Coulter</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File
☒	☒					

GENERAL CONTRACTORS

13306 S.E. 30TH ST.
P.O. BOX 186
BELLEVUE, WASH. 98004
BH 7-2900

S.E. Causey Avenue-Gladstone Interchange
Contract 7660 J-431

Gentlemen:

We have received a copy of the State's letter written by Arvey D. Nelson, dated January 20, 1975. It appears to me that Mr. Nelson plans to take advantage of the bid breakdown situation, thus making us lose a considerable amount of money on the project. We can not and will not accept a loss on the job.

We have thought about the situation and discussed it with others and now feel that we should retract our offer and re-instate this change on a cost plus basis. By doing it this way, it will also resolve the other claims that we have against the State.

As you know, we were forced to do some temporary lighting, install some overhead wiring under ground and our progress was generally slowed down by the State, due to their not knowing what they wanted on the job.

Hindsight says that we should have had a complete understanding before we began doing any of the changes for the State. However we were assured by Mr. Nelson and your people that there would be no problem negotiating a change, as the State understands, and that they did not want our company hurt by the change.

What we will prepare now, is another accounting of our costs and present it to you.

As you probably know, at this time we have not received any electrical money on this job since June 1974. Since then we have expended about \$12,000. in labor and \$15,000. in materials. In fact our last estimate deducted about \$10,000. from electrical materials on hand. In other words, since June 1974 we have a cost increase of about \$27,000. and negative income of \$10,000. This gives us a negative cash flow of \$37,000. for the work done since June.

It appears to me that our funds are being purposely held back.

Mr. Jay Roe
Gordon H. Ball, Inc.,
February 20, 1975

Page 2

If this situation is not solved in the very near future, we will probably also be charging you damages caused by non settlement.

Very truly yours,

STILLWELL-GERARD CONSTRUCTION COMPANY



Donald S. Gerard, Partner

DSG:af

Mr. Fred Klaboe - Salem
cc: Mr. Al Harwood - Salem
Mr. Arvey Nelson - Oregon State Highway Dept.
Gordon H. Ball, Inc., - Oregon City, Ore.

71660 17-75

STATE COPY

cc: OSHD (H S Coulter) Wash DC (HHO-32)
INTERMEDIATE AND FINAL INSPECTION REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

(Check appropriate box)

☐ INTERMEDIATE INSPECTION

☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 15	COUNTY Clackamas	DIVISION Oregon
IN COMPANY WITH Bud Heinz, Res Engr, OSHD; Arvey Nelson, Res Br Engr, OSHD; Marion Craft, Metro Constr Engr, OSHD; Al Harwood, Constr Engr, OSHD.			
DATE OF INSPECTION 2-19-75	INSPECTION MADE BY C. T. Christensen, Area Engineer		PROJECT NO. I-205-7(22)301
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory		TIME ELAPSED 100 % WORK COMPLETED 100 % Y SENT

S. E. CAUSEY AVENUE-GLADSTONE INTERCHANGE SECTION
EAST PORTLAND FREEWAY

MAR 05 1975

Grading, Paving, Structures, Signing, Illumination, and Signals

Washington

This project has been completed in apparent conformance with contract plans and specifications. Acceptance is recommended.

At the time of this inspection the only remaining effort required to open the project to traffic was lane transition striping and signing required to transition motorists from the current route onto the freeway. Traffic will exit at Sunnyside Road from the freeway.

The project had a pleasing appearance. The seeding and mulching had resulted in green growth along all the slopes and all fill and cut slopes are weathering the winter rains very well. Drainage is functioning properly and the pavement riding surface was satisfactory. The structures had pleasing lines, aesthetically pleasing finish on the retaining walls, and presented the passing motorist with a smooth, high quality surface.

MAR 8 1975

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
February 12, 1975
Portland, OR 97213

FILE: case file
Contract: 7660

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: S.E. Foster-S.E. Causey
section I-205
paving project

TO: MEMO TO THE FILE

E. S. HUNTER

FILE
L. JONES

I reviewed the subject project with Glenn Jackson, Neil Goldschmidt, Alan Webber, Doug Wright and Ernie Munch.

The subject of discussion was the Highway Division's scheduled project providing six lanes vs. the Gordon proposal to construct four lanes on the northbound leg.

Mr. Jackson advised the Mayor that the City should be prepared to take a position on the design of I-205.

The Mayor advised Mr. Jackson that he was very interested insofar as the "Mel Gordon" approach to designing I-205 for the State. He said the City was definitely concerned with a design which may be proposed by the County.

The Mayor expressed considerable concern about the delay of I-205. He said we could not delay the project further for the County to decide a choice of designs, but should proceed with the project. His concern is that provisions for transit be provided in the I-205 design, and that the actual design of those facilities be left to the Highway Division.

NOTED
F. & H. ARDE

Ernie Munch attempted to explain the reason for utilizing the northbound lanes for auto, reserving the southbound lanes for transit. That being, to provide access to transit stations directly from the adjacent neighborhood. This is contrary, as I explained, to our current alternative of providing four lanes for auto and two lanes for bus, reserving the interior of the right-of-way for future transit.

I provided Ernie Munch with copies of the S.E. Foster-S.E. Causey paving plans and the preliminary six lane S.E. Bush-S.E. Foster plan, with a cover letter advising that the latter was subject to the outcome of the hearing on March 27th.

We should brief the City staff on the EIS, that is, the alternatives for I-205, prior to the hearing on March 27, in order that the City Council can take a stand on the I-205 design.

RECEIVED
FEB 21 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

2-20-75
Schneider

RECEIVED STATE HWY ENGR						
FEB 13 '75						
REFER TO Goldman						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

Contract: 7660
2/12/75
page 2

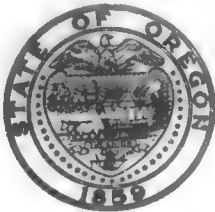
I did introduce the necessity of proceeding with I-205 construction, as that freeway is the major portion of the State's federal program, and expressed the concern I have with the tie between I-5 and I-205. These two freeways provide the link to balance the transportation system in Portland. They give relief to I-5, which in turn provides access for Swan Island, Rivergate, and North Portland.

In other words, the total system has to be established. One cannot consider only I-205, or more particularly, only the interchanges of I-205, one at a time.

Mr. Jackson confirmed that for the investment involved with I-205, we have to derive a major transportation systems facility for Portland.

ebg

cc: F. B. Klaboe



ROBERT W. STRAUB
GOVERNOR

RECEIVED						
STATE HWY ENGR						
FEB 6 75						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

February 5, 1975

Mr. B. E. Wilson
Post Office Box 394
Woodburn, OR 97071

Dear Mr. Wilson:

I am also very concerned with energy conservation. You refer to the lights which have been installed on portions of Interstate 5 while reconstruction is under way in those areas. Several changes in traffic patterns are necessary during reconstruction work of this type and the lighting was installed to improve the driving conditions until the work is completed. The primary concern is the safety of the motorist. These lights will be removed when the reconstruction work is finished.

The Highway Division is studying all lighting on state highways to determine the feasibility of reducing energy consumption. No reduction in lighting will be made, however, if such reduction would endanger motorists in the area. On new installations, the benefits from illumination must outweigh the costs before the work is started.

The signing prohibiting trucks and trailers from using left lanes and impeding traffic was established by law (ORS 483.305) enacted by the 1973 Legislature. An earlier law indicates vehicles should normally use the left lane only when passing or moving faster than vehicles in the right lane.

Sincerely,

Governor

RWS:t

bcc: Dept. of Transportation

NOTED
MARIE STEPHENS

CY 2/9
COPY

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S. E. Causey Ave. - Gladstone Interchange Date October 11, 1974
 Highway East Portland Freeway Contract No. 7660
 County Clackamas Prefix 603-1017
 Contractor Gordon H. Ball, Inc. F. A. Project No. I-205 -7(22)301
 Address P. O. Box 151 Oregon City, Oregon 97045 Order No. 30

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install a service cabinet at the Sunnyside Road Interchange to provide an electrical service for the contract sign illumination installed in this area.

Location by station numbers:

"SS" 8+00

Estimate of quantities and cost:

Materials	\$500.00
Equipment	150.00
Labor	<u>150.00</u>

Total estimated cost \$800.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

In deleting the plan tower illumination at the Sunnyside Interchange the original tower service cabinet deleted also provided the electrical service for the sign illumination. By extra work an electrical service cabinet will be installed to provide the sign illumination.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	\$10,794,239.60
Present estimate of project costs, including \$ 800.00 for work under this order	\$11,113,283.15
Expected under-run amount	\$ 319,043.55
Expected under-run over-run	
Expected under-run per cent	2.96
Expected over-run	

Space to right of this line is for use of Salem Office

Submitted by Arvey D. Nelson
Resident Engineer

Approval Recommended: _____
For: _____
Construction Engineer or Bridge Engineer

Approval Recommended: Maurice A. Coft
Regional Engineer

Approved: [Signature]
Construction Engineer

7660

September 17, 1974

Williams, Montague, Stark,
Hiefield & Norville, P. C.
Attorneys and Counselors at Law
Boise Cascade Building
Portland, OR 97201

Attention: Preston C. Hiefield, Jr.

Gentlemen:

As requested in your letter of September 13 and attached affidavit, we are enclosing a certified copy of Contract No. 7660 with Gordon H. Ball, Inc., for work on the S.E. Causey Avenue-Gladstone Interchange Section of the East Portland Freeway in Clackamas County.

Very truly yours,

C. W. Hand
CONSTRUCTION SERVICES

FKN:ser
Att.

WILLIAMS, MONTAGUE, STARK, HIEFIELD & NORVILLE, P. C.

ATTORNEYS AND COUNSELORS AT LAW
BOISE CASCADE BUILDING
PORTLAND, OREGON 97201

TELEPHONE 222-9966

DAVID R. WILLIAMS
MALCOLM I. MONTAGUE
DONALD R. STARK
PRESTON C. HIEFIELD, JR.
OLIVER I. NORVILLE
JAMES E. GRIFFIN
LARRY C. HAMMACK
RICHARD E. ALEXANDER
GARY M. ANDERSON

IN REPLY PLEASE REFER TO
FILE NO. 1-712

September 13, 1974

*Fran
please do
cc*

Mr. C. W. Head
Commission Services
DEPARTMENT OF TRANSPORTATION
Highway Building
Salem, Oregon 97310

Re: Contract No. 7660, Gordon H. Ball, Inc.

Dear Mr. Head:

Will you kindly provide us with a copy of the prime contractor's bond supplied by Gordon H. Ball, Inc. and its sureties, Argonaut Insurance Company and American Insurance Company, on the above captioned job.

Enclosed is the affidavit referred to in ORS 279.512 ✓
and we will appreciate receiving a certified copy of the contract and bond as referred to therein.

Thank you very much in advance for your help in this regard.

Very truly yours,

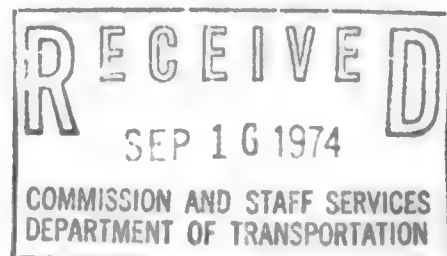
WILLIAMS, MONTAGUE, STARK,
HIEFIELD & NORVILLE, P.C.

Preston C. Hiefield
PRESTON C. HIEFIELD, JR.

PCH:cm
Enc.

cc: Mr. Jack L. Carlson

NOTED
C. W. HEAD



AFFIDAVIT

STATE OF OREGON,)
) ss.
County of Multnomah,)

PRESTON C. HIEFIELD, JR., being first duly sworn, on oath deposes and says that:

I am an authorized representative and attorney-in-fact for GENERAL ELECTRIC SUPPLY COMPANY, a division of GENERAL ELECTRIC COMPANY, and that General Electric Supply Company has supplied labor and materials for the prosecution of the work provided for under Contract No. 7660 between the Department of Transportation, State of Oregon, and Gordon H. Ball, Inc. on the S.E. Causey Avenue-Gladstone Interchange Section of the East Portland Freeway in Clackamas County.

The unpaid amount of the claim is \$8,953.88 together with interest thereon from the date payment was due.

Dated this 13th day of September, 1974.

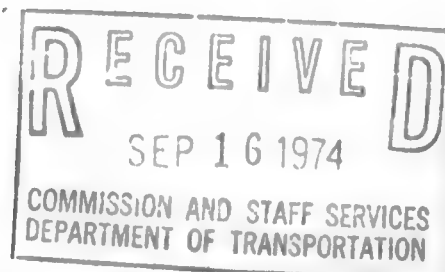
Preston C. Hiefield

Preston C. Hiefield, Jr.
Authorized Representative and
Attorney-In-Fact for GENERAL ELECTRIC
SUPPLY COMPANY, a division of GENERAL
ELECTRIC COMPANY

Subscribed and sworn to before me this 13th day of
September, 1974.

Cathryn A. Mitchell

Cathryn A. Mitchell
Notary Public for Oregon
My Commission expires 4-18-75



OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

7660 1P

Project Name S. E. Causey Ave.-Gladstone Intchge. ✓ Date 8-27, 1974
 Highway East Portland Freeway Contract No. 7660 ✓
 County Clackamas Prefix 603-1017 ✓
 Contractor Gordon H. Ball, Inc. F. A. Project No. I-205-7(22)301 ✓
 Address P. O. Box 151, Oregon City, Oregon 97045 Order No. 29 Supplement #1 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Subexcavate wet, unstable, silty areas below subgrade and haul material to waste. Rough grade area after backfilling with suitable material from project at unit cost.

Location by station numbers:

"B" 660± - 663±
 "Ln" 652± - 655±
 "Ls" 653± - 657±

Estimate of quantities and cost:

EWO #29 - - - - - \$10,000.00
 EWO #29, Supp. #1 - - - - - 14,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Wet, unstable material below subgrade. Unable to excavate with dozers or scrapers. We intend to do this work with a backhoe.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization \$10,794,239.60
 Present estimate of project cost, including
 \$ 14,000 ✓ for work under this order \$11,063,524.80
 Expected ~~XXXXXXX~~ amount \$ 279,285.25
 Expected ~~XXXXXXX~~ per cent 2.6

Space to right of this line is for use of Salem Office

Submitted by:

Roy T. Heinz

Roy T. Heinz
 Resident Engineer

Approval Recommended:

Construction Engineer or
 Bridge Engineer

Approval Recommended:

[Signature]
 Division Engineer

Approved:

[Signature]
 Deputy State Highway Engineer,
 Assistant State Highway Engineer or
 Office Engineer.

SP-23577-734

cc: Materials, Zitzewitz

Construction

AP

7660

August 13, 1974

Mr. Preston C. Hiefield, Jr.
Attorney at Law
Boise Cascade Building
Portland, OR 97201

Dear Mr. Hiefield:

Response is made to your letter of August 8, 1974,
informing us that your client's claim filed against
Contract No. 7660 is still unpaid.

Our construction office informs us that this contract
is approximately 82% complete and the estimated completion
date is November 1974.

Very truly yours,

C. W. Hand
COMMISSION SERVICES

CWH:ser

WILLIAMS, MONTAGUE, STARK, HIEFIELD & NORVILLE, P. C.

ATTORNEYS AND COUNSELORS AT LAW
BOISE CASCADE BUILDING
PORTLAND, OREGON 97201

TELEPHONE 222-9966

DAVID R. WILLIAMS
MALCOLM I. MONTAGUE
DONALD R. STARK
PRESTON C. HIEFIELD, JR.
OLIVER I. NORVILLE
JAMES E. GRIFFIN
LARRY C. HAMMACK
RICHARD E. ALEXANDER
GARY M. ANDERSON

IN REPLY PLEASE REFER TO
FILE NO. 1-712

August 8, 1974

Mr. C. W. Head
Commission Services
DEPARTMENT OF TRANSPORTATION
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

Enclosed is a copy of your letter of May 29, 1974 for your reference. We wish to advise your office that our client's claim has not in any way been satisfied and remains the same as set forth in the notice of claim. Will you kindly advise when, in your opinion, this job will be completed and accepted by the Department if it has not already been so accepted.

Very truly yours,

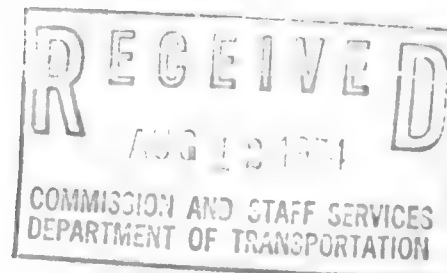
WILLIAMS, MONTAGUE, STARK,
HIEFIELD & NORVILLE, P.C.

Preston C. Hiefield, Jr.

PRESTON C. HIEFIELD, JR.

PCH:cm ✓
Enc.

cc: Mr. Jack Carlson
Gordon H. Ball, Inc.
Argonaut Insurance Company
American Insurance Company



#7660

Approx- 82% compl-

Est. Compl. late Nov. 74

NOTED
C. W. HEAD

7660

May 29, 1974

Mr. Preston C. Hiefield, Jr.
Attorney at Law
Boise Cascade Building
Portland, Oregon

Dear Mr. Hiefield:

This is to acknowledge receipt of the Notice of Claim of your client, General Electric Supply Company, stating that General Services Electric, Inc. owes them for electrical supplies and fixtures in the amount of \$8,953.88.

This appears to be in connection with the Gordon H. Ball, Inc. Contract No. 7660 on the S. E. Causeway Ave.-Gladstone Interchange Section of the East Portland Freeway in Clackamas County.

The Argonaut Insurance Co. and the American Insurance Co. furnished the performance bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH/rv

cc: Gordon H. Ball Inc.
P. O. Box 151
Oregon City, OR 97045
Attention: J. Varrell, Project Mgr.

Argonaut Insurance Co.
American Insurance Co.
Secretary of State

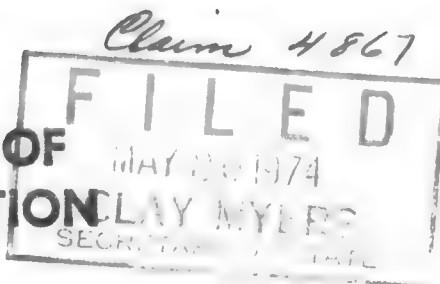
noted on
card
5/29/74

7660



TOM McCALL
GOVERNOR
GEORGE M. BALDWIN
Director of Transportation
SAM R. HALEY
Deputy Director

DEPARTMENT OF
TRANSPORTATION



RECEIVED

MAY 30 10 40 AM '74

CLAY MYERS
SECRETARY OF STATE

HIGHWAY BUILDING

SALEM, OREGON

97310

May 29, 1974

Mr. Preston C. Hiefield, Jr.
Attorney at Law
Boise Cascade Building
Portland, Oregon

NOTED ON CARD

5/31/74 - [Signature]

Dear Mr. Hiefield:

This is to acknowledge receipt of the Notice of Claim of your client, General Electric Supply Company, stating that General Services Electric, Inc. owes them for electrical supplies and fixtures in the amount of \$8,953.88.

This appears to be in connection with the Gordon H. Ball, Inc. Contract No. 7660 on the S. E. Causey Ave.-Gladstone Interchange Section of the East Portland Freeway in Clackamas County.

The Argonaut Insurance Co. and the American Insurance Co. furnished the performance bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED

C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH/rw

cc: Gordon H. Ball Inc.
P. O. Box 151
Oregon City, OR 97045
Attention: J. Farrell, Project Mgr.

Argonaut Insurance Co.
American Insurance Co.
Secretary of State

NOTED
C. W. HEAD

NOTICE OF CLAIM

TO : Secretary
Oregon State Highway Division
DEPARTMENT OF TRANSPORTATION
Highway Building
Salem, Oregon 97310

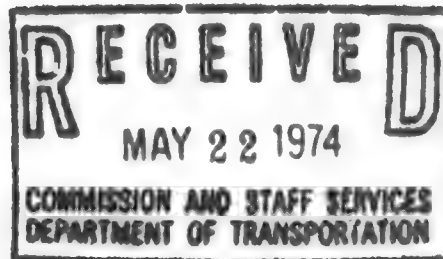
Notice is hereby given that the undersigned, GENERAL ELECTRIC SUPPLY COMPANY, has a claim for labor and materials furnished by GENERAL ELECTRIC SUPPLY COMPANY to GENERAL SERVICES ELECTRIC, INC. in connection with highway lighting, electrical supplies and fixtures and related items in the sum of Eight Thousand Nine Hundred Fifty Three and 88/100 Dollars (\$8,953.88) against the bond taken from GORDON H. BALL, INC. as principal, and ARGONAUT INSURANCE CO. and AMERICAN INSURANCE CO., as sureties or co-sureties, for the work performed on Contract No. 7660 for work on the Southeast Causey Avenue - Gladstone Interchange Section of the East Portland Freeway in Clackamas County.

GENERAL ELECTRIC SUPPLY COMPANY,
a division of GENERAL ELECTRIC CO.

BY Preston C. Hiefield, Jr.
Preston C. Hiefield, Jr.
Authorized Representative and
Attorney-in-Fact

Date: May 21, 1974

cc: Gordon H. Ball, Inc.
Donald Gerard
J.L. Carlson



NOTED
C. W. HEAD

*3 identical claims
were recd. one addressed
to Clerk, one to auditor
+ 1 to Sec of Hwy Div.
origs sent to Sec of State - JLN*

NOTICE OF CLAIM

TO : Clerk
Oregon State Highway Division
DEPARTMENT OF TRANSPORTATION
Highway Building
Salem, Oregon 97310

Notice is hereby given that the undersigned, GENERAL ELECTRIC SUPPLY COMPANY, has a claim for labor and materials furnished by GENERAL ELECTRIC SUPPLY COMPANY to GENERAL SERVICES ELECTRIC, INC. in connection with highway lighting, electrical supplies and fixtures and related items in the sum of Eight Thousand Nine Hundred Fifty Three and 88/100 Dollars (\$8,953.88) against the bond taken from GORDON H. BALL, INC. as principal, and ARGONAUT INSURANCE CO. and AMERICAN INSURANCE CO., as sureties or co-sureties, for the work performed on Contract No. 7660 for work on the Southeast Causey Avenue - Gladstone Interchange Section of the East Portland Freeway in Clackamas County.

GENERAL ELECTRIC SUPPLY COMPANY,
a division of GENERAL ELECTRIC CO.

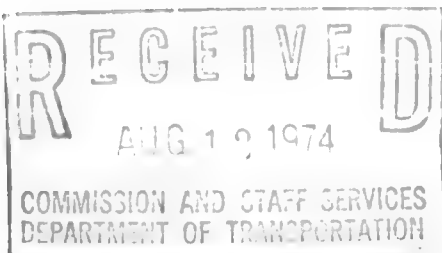
ORIGINAL SIGNED
PRESTON C. HIEFIELD JR.

BY

Preston C. Hiefield, Jr.
Authorized Representative and
Attorney-in-Fact

Date: 5/21/74

cc: Gordon H. Ball, Inc.
Donald Gerard
J.L. Carlson



No. 375536

RECEIPT FOR CERTIFIED MAIL—30¢ (plus postage)

SENT TO		POSTMARK OR DATE
STREET AND NO.		
P.O., STATE AND ZIP CODE		
OPTIONAL SERVICES FOR ADDITIONAL FEES		
RETURN RECEIPT SERVICES	1. Shows to whom and date delivered	15¢
	With delivery to addressee only	65¢
DELIVER TO ADDRESSEE ONLY	2. Shows to whom, date and where delivered ..	35¢
	With delivery to addressee only	85¢
SPECIAL DELIVERY (extra fee required)		50¢
PS Form 3800 Nov. 1971 NO INSURANCE COVERAGE PROVIDED—NOT FOR INTERNATIONAL MAIL (See other side) © GPO: 1970 O-297-499		

SENDER: Be sure to follow instructions on other side

PLEASE FURNISH SERVICE(S) INDICATED BY CHECKED BLOCK(S)
(Additional charges required for these services)

☐ Show address
where delivered

☐ Deliver ONLY
to addressee

RECEIPT

Received the numbered article described below

REGISTERED NO.

SIGNATURE OR NAME OF ADDRESSEE (Must always be filled in)

CERTIFIED NO.

375536

INSURED NO.

DATE DELIVERED

SIGNATURE OF ADDRESSEE'S AGENT, IF ANY

SHOW WHERE DELIVERED (Only if requested, and include ZIP Code)

#7660

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

Box 300

Salem OR 97308

DATE: August 12, 1974

In reply
refer to: 1041EC.2

SUBJECT: Oregon Project I-205-7(22)301
SE. Clausey-Gladstone Int. Section
Clackamas County Service District No. 1
Sewer Permit

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The proposal to construct a short section of Clackamas County Service District No. 1 sewer line within the Interstate right of way is approved as requested in Mr. Preston's August 7 letter. This approval includes the construction of a 16-foot locked gate access and is conditioned on the permit being adequately restrictive to preserve the safety of the highway.

G. L. Green
G. L. Green

*Copy to Boyd
8-14-74*

RECEIVED
AUG 14 1974
Office of
Assistant State Highway Engineer

RECEIVED STATE HWY ENGR						
AUG 14 74						
REFER TO <i>Schroeder</i>						
FOR						
Info	P.A.S.	UD	D/R	Sign	Act	File
						☒

NOTED
R. L. SCHROEDER

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S.E. Causey Ave.-Gladstone Intchge. Date August 12, 1974
 Highway East Portland Freeway Contract No. 7660
 County Clackamas Prefix 603-1017
 Contractor Gordon H. Ball, Inc. F. A. Project No. I-205-7(22)301
 Address P. O. Box 151, Oregon City, Oregon 97045 Order No. 29

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Subexcavate unsuitable subgrade material and haul to disposal area.

Location by station numbers: "Ln" 682+ to 686+

Estimate of quantities and cost:

Equip.	-----	\$6,000.00
Labor	-----	4,000.00
		<u>\$10,000.00</u>

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Material super-saturated. Free water flooding in 3' + below subgrade. Unable to excavate with scrapers as per contractor's normal operation.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	\$10,794,239.6
Present estimate of project cost, including \$10,000.00 for work under this order	\$11,059,524.8
Expected ~~under-run~~ over-run amount	\$265,285.25
Expected ~~under-run~~ over-run per cent	2.5

Space to right of this line is for use of Salem Office

Submitted by:

Roy T. Heinz
Resident Engineer

Approval Recommended:

Construction Engineer or
Bridge Engineer

Approval Recommended:

Approved:

Deputy State Highway Engineer
Assistant State Highway Engineer or
Office Engineer.

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

July 10, 1974

FILE:

NOTED

H. S. COULTER

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: I-205
CAUSEY-GLADSTONE SECTION
CONTRACT 7660

TO: MEMO TO THE FILE

Information was requested by G. Johnson of John Grant Company, architects for the Clackamas Town Center. The developer's proposal would be to daylight by removal of the hill located north of Sunnyside Road west of I-205 extending into the OSHD right of way.

The developer's object is to gain additional property for development of the center. The proposal would require removal of the cut material or hill section on the I-205 right of way, providing for proper drainage and replacing of the right of way fence, which should be no problem.

I advised Mr. Johnson it would appear a feasible proposal subject to approval by the several other agencies, including the County and DEQ, concerning protection afforded by the hill and cut section adjacent to the freeway for air, noise and visual pollution of the freeway.

Mr. Johnson advised that he was simply considering the idea and would advise any further action.

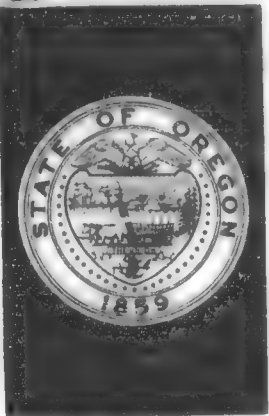
ar

cc H. S. Coulter

RECEIVED

JUL 11 1974

Office of
Assistant State Highway Engineer



**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 9, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Clackamas County Service District No. 1
Department of Public Works
902 Abernathy Road
Oregon City, OR 97045

Sanitary Sewer Line Encroachment
Sunnyside Road Interchange
SE Causey Ave.-Gladstone Intch. Sec.
East Portland Freeway (I-205)
Clackamas County
Project No. EMP I-205-7(22)301

Gentlemen:

A letter dated February 14, 1974 from Lester J. Peake, CH₂M-Hill, Consulting Engineers for your District, transmitted to the Oregon State Highway Division (OSHD) plans for a proposed Sanitary Sewer installation in the northeast quadrant of the Sunnyside Road Interchange, East Portland Freeway.

It was determined after a field inspection, review of the plans, and discussion with Mr. Peake that the proposed placement of embankment to support the sanitary sewer line would result in a change to the natural drainage and the planned drainage facilities to be installed by OSHD in this area. The plans were referred to OSHD's Design Section for review and comment.

Our Hydraulics Engineer reviewed the proposed embankment placement across the natural drainage ditch and recommend extension of OSHD's planned 36-inch concrete sewer line to provide drainage through the embankment. His recommendations were incorporated into a revision of the subject project plans and are as shown on Plan Sheets 2J, 2J-2 and 5 attached hereto, marked Exhibit "A" and by this reference made a part hereof.

In recognition that it is to the best interest of the people of Clackamas County and the State of Oregon, the State and District pledge complete cooperation, each with the other, in order to accomplish effectively the following items:

RECEIVED

MAY 10 1974

Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Clackamas C Service Dist. No. 1
May 9, 1974
Page 2

bc: R. L. Schroeder
R. N. Bothman
Max Klotz
Roy Heinz

THINGS TO BE DONE BY STATE

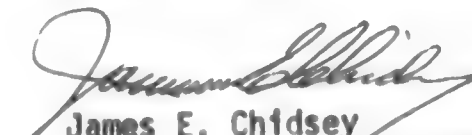
1. State shall design extended drainage facility as shown on Exhibit "A".
2. State shall, through its Contractor, install 136 feet of the 148 feet of 36-inch sewer pipe, Item (1) on Sheet 5 of Exhibit "A", at OSHD Engineers Station "A" 663+20.
3. State shall, through its Contractor, construct incidental drainage facilities to control drainage of the roadway section.
4. State shall issue a permit to the District for construction of the necessary embankment section and proposed sewer system.
5. State shall maintain all constituent units of the completed 36-inch drainage facility as constructed by State and District.

THINGS TO BE DONE BY DISTRICT

1. District shall obtain the necessary easements for construction of that part of the drainage facility to be located outside OSHD R/W. Easement will include provisions for maintenance of this portion of drainage facility by OSHD personnel.
2. District shall, through its Contractor, complete installation of the 36-inch sewer pipe, construct the flared inlet section of the pipe, construct the special ditch inlet with trash rack and concrete lined ditch as shown on Exhibit "A".
3. District shall construct the embankment to support its sewer facility across the drainage channel.
4. District shall remove the chain link fence located on OSHD R/W line and reinstall with a 16-foot access gate, for maintenance purposes, as shown on Exhibit "A".

If this proposal is acceptable to the District please execute three copies of this letter in the space provided below and return the three signed copies to this office for further distribution.

Yours truly,


James E. Chidsey
Railroad & Utility Engineer

APPROVED _____ 1974

CLACKAMAS COUNTY SERVICE DISTRICT NO. 1

By _____

JEC:jrk

7660
ECONOLITE

Solving Tomorrow's Traffic Problems . . . Today

Certified Mail Return
Receipt Requested

April 11, 1974

Gordon Ball Company
P.O. Box 151
Oregon City, Oregon 97045

SUBJECT: General Service Electric
Bellevue, Washington

#7660

PROJECT: Job No. 431 Oregon Highway Department - S. E. Causey
Ave. Gladstone Interchange near Portland, Oregon

Gentlemen:

This letter is for your information and is a follow-up of our Notice on file with you. We are merely notifying you to keep in mind that we will look to you for payment if necessary.

The total amount billed and outstanding as of April 11, 1974 is \$10,869.00, subject to change order.

Very truly yours,

ECONOLITE, A Division of
Altec Corporation

Richard Cazis

Richard Cazis
Credit Manager

RC/cc

cc: Oregon State Highway Department
General Service Electric
Argonaut Ins. Co.
American Ins. Co.
Dawson Co.
Stillwell-Gerard
Econolite Sales Office - Seattle

7660

Peters and Wood Company
P. O. Box 2249
Pasco, Washington 99302

January 16, 1974

Attention: J. D. Wood

Gentlemen:

The Secretary of State's office has forwarded to us a copy of your Notice of Claim stating that Gordon H. Ball, Inc., owes you \$7,013.44 for equipment rental, transportation of and repairs to such equipment.

This appears to be in connection with the Gordon H. Ball, Inc., Contract No. 7660 in Clackamas County.

We will advise the surety companies and the prime contractor of the receipt of your claim.

Please advise this office when your claim has been satisfied.

Very truly yours,

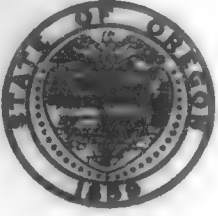
C. W. Head, Manager
ADMINISTRATIVE SERVICES

CWH:fm

cc Gordon H. Ball, Inc. Renton, Wash. and Oregon City, OR
The Argonaut Ins. Co.
The American Ins. Company

NOTED ON CARD

1-16-74



STATE OF OREGON
DEPARTMENT OF STATE

SALEM 97310

CLAY MYERS
SECRETARY OF STATE

GEORGE H. BELL
JACK F. THOMPSON
ASSISTANTS

January 10, 1974

C

Peters & Wood Company
P. O. Box 2249
Pasco, Washington 99302

Gentlemen:

O

We have received and filed as of the date of January 8, 1974,
Notice of Claim as follows:

Brought by: Peters & Wood Company
Principal: Gordon H. Ball, Inc.
Surety: Argonaut Insurance and American Insurance Co.
Amount of Claim: \$7,013.44
Job: State Highway Division Contract No. 7660.

P

This has been assigned file number 4853.

Sincerely,

Richard M. Banton, Elections Manager
By

Y

(Mrs.) Darhl L. Couper
Public Records Clerk

cc: C. W. Head
Highway Division
Highway Building
Salem, Oregon 97310



NOTED
C. W. HEAD

Routing _____
 1 Keasey _____
 2 Bond _____
 3 Jackmond _____
 _____ Hardt _____
 _____ Johnson _____
 _____ Walker _____

RECEIVED
 JAN 8 1974
 CONSTRUCTION
 SECTION

Scolfield _____
 Glenn _____
 Berg _____

I-205-7(22) S.E. Causey Ave.-Gladstone 1971
301 Interch. Sec., E. Pld. Fwy. (Grad. 1971)
#7660 pav., struc., sign., illu., tr. sig. 1971

CIA 4344 - 10-21-71

ARR 439 - 10-21-71

RR- 717 - 1-14-72, 11-29-71

CIA 4551 - 8-14-72

12-7-77

7748



TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

RECEIVED STATE HWY ENGR	
DEC 28 '73	
REFER TO	
FOR	
Info	Inves
R/D	D/R
Sup	Act
File	

DEPARTMENT OF
TRANSPORTATION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-6388
December 26, 1973

Mr. Robert G. Davis
Executive Assistant
Office of the Governor
State Capitol
Salem, Oregon 97310

*Copy
Pls 10
#7666
1960*

Dear Bob:

The problems posed by Mr. Dennis Gilkison of Gordon H. Ball, Inc., in his letter to Mr. Paul Kaatz, Regional Director of the Office of Petroleum Allocation, are very real and apply to all contractors doing heavy construction work in Oregon.

Three of the four projects listed in Mr. Gilkison's letter are Oregon highway division contracts. Two of these are Federal-aid interstate highway projects and one is a Federal-aid secondary county road project. All three projects are under way in various stages of completion. Since construction activities are always somewhat of a hazard to motorists, it is my feeling that any necessary fuel allocations be made to complete the projects as scheduled.

In recent discussions with individual contractors and with the Associated General Contractors, we have given assurances that any delays in completion caused by inability to obtain fuel will be given due consideration in the assessment of liquidated damages. In fact, one contractor was granted additional time due to a fuel shortage on a project in Central Oregon last summer.

We are resisting any consideration for increasing contract prices because of increasing material or fuel costs at this time. We are not in favor of including any form of escalation clause in our contracts. This, in our opinion, is a modified form of "cost-plus" contracting and is not desirable.

Sincerely,

George M. Baldwin
Director of Transportation

cc Sam R. Haley
Robert E. Whipp
F. B. Klaboe
C. T. Keasey
CTK:fr fn.

NOTED
MARIE STEPHENS

RECEIVED STATE HWY ENGR	
DEC 28 '73	
REFER TO	
FOR	
Info	Inves
R/D	D/R
Sup	Act
File	

File
For Baldwin
ROUGH DRAFT
December 17, 1973

OK REC
[Signature]

TO: Bob Davis

FROM: George M. Baldwin

181

The problems posed by Mr. Dennis Gilkison of Gordon H. Ball, Inc., in his letter to Mr. Paul Kaatz of the Federal Office of Petroleum Allocation are very real and apply to all of our contractors doing heavy construction work.

Three of the four projects listed in Mr. Gilkison's letter are Oregon Highway Division contracts and two of these are Federal-Aid Interstate Highway Projects, the third being a Federal-Aid Secondary County Road Project. All three projects are under way in various stages of completion and since construction activities, no matter how many safety features are incorporated, are always somewhat of a hazard to motorists, it is my feeling that any necessary fuel allocations be made to complete the projects as scheduled.

In recent discussions with individual contractors and with the Associated General Contractors, the Highway Administrator, Mr. Klaboe, has given assurances that any delays in completion caused by inability to obtain fuel will be given due consideration in the assessment of liquidated damages, and in fact, one contractor was granted additional time due to a fuel shortage on a project in Central Oregon last summer.

We are resisting any consideration for increasing contract prices because of increasing material or fuel costs at this time, and we are not in favor of including any form of escalation clause in our contracts. This, in our opinion, is a modified form of "cost-plus" contracting and is not desirable.

Draft & Baldwin
12-24-73

CTK:fr

Info	FOR	REFER TO	DEC 19 73	RECEIVED STATE HWY ENG
Inves				
R/D				
D/R				
Chg				

[Signature]

RECEIVED
DEC 18 1973
Office of
Assistant State Highway Engineer



STATE OF OREGON

INTEROFFICE MEMO

TO: George Baldwin

DATE: December 7, 1973

FROM: Bob Davis *Bob*

Relayed to GMB
Noted
GEORGE M. BALDWIN

SUBJECT:

Attached is a letter from Gordon H. Ball, Inc., concerning problems in connection with obtaining necessary fuel to complete construction projects in Oregon.

Three basic issues are raised:

- a. Need for an additional allocation to do the job at all;
- b. Shortages in fuel will cause delays and contractors need relief from completion dates;
- c. Contractors request an upward adjustment to reflect the costs of fuel.

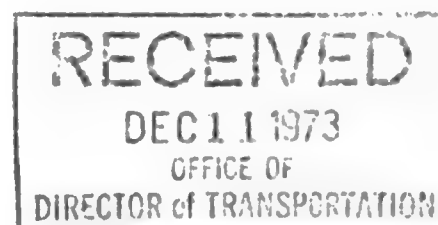
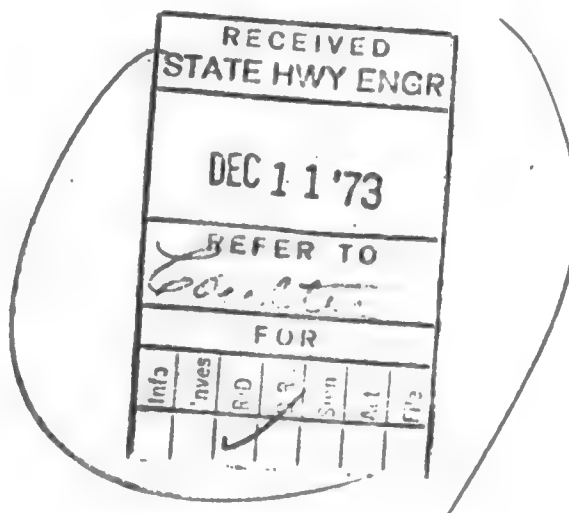
I'd like your views on this matter since there are a number of contractors involved in this kind of problem.

It occurs to me that the first two requests probably deserve serious consideration. The question of raising the contract price to reflect price increases seems doubtful to me in view of the overall law in connection with awarding contracts.

In any event, we need your suggestions.

RGD:mb

attachment





Gordon H. Ball, Inc.

Joe Baldwin

November 28, 1973

NOV 30 1973

Mr. Paul Kaatz
Regional Director
Office of Petroleum Allocation
Federal Office Building, Room 3098
Seattle, Washington 98104

Reference: Our Request, Dated November 16, 1973, for Increased Allocation of Diesel Under the Mandatory Middle Distillate Allocation Program

Mr. Kaatz:

Due to the Federal regulations which went into effect on November 1, 1973, we find ourselves in a position where we have no assurance of an adequate supply of diesel fuel for our construction projects in Oregon and Washington - Region X. This letter is to inform you that for the year 1974, due to a lack of adequate quantities of diesel, we will be unable to maintain our planned work schedules at our project sites in Oregon and Washington - on Interstate 205 near Gladstone, Oregon (State Contract No. 7660); on Interstate 5 from Salem to Woodburn, Oregon (State Contract No. 7866); on FAS-129 near Boring, Oregon (State Contract No. 7960); and on Interstate 5 near Kelso, Washington (State Contract No. 9597). Federal funds allocated to these projects total more than \$40,000,000.

Our fuel problem is compounded by the fact that three of these projects - Contract Nos. 7866, 7960 and 9597 - were not in existence in 1972 and therefore had no base period for fuel allocation. Because of this, it is our contention that the use of a historical base period to determine fuel allocation is unequitable and undesirable for the construction industry. The fuel requirements for Interstate Highway contractors must be considered in relation to the specific project and its monthly needs and not to some predetermined usage which has no relationship to the problem. Our work schedules and resultant fuel demands are dependent upon the job requirements and not prior monthly usage.

At any rate, our base for fuel allocation is now determined by our 1972 usage. In Region X - Oregon, Washington and Idaho - for the year 1972 we used the following quantities of diesel.

Mr. Paul Kaatz
Fuel Allocation
November 28, 1973
Page 2

All figures represent gallons.

	<u>UNION OIL</u>	<u>TEXACO</u>	<u>PHILLIPS PETROLEUM</u>	<u>MONTHLY TOTAL</u>
JAN	4041	-0-	2243	6284
FEB	8678	-0-	2153	10831
MAR	10160	-0-	3070	13230
APR	35465	1659	12973	50097
MAY	43042	30000	-0-	73042
JUN	7351	90000	-0-	97351
JUL	4676	82500	-0-	87176
AUG	-0-	89035	-0-	89035
SEP	-0-	45000	-0-	45000
OCT	1256	97500	-0-	98756
NOV	3191	22500	-0-	25691
DEC	1551	7900	-0-	9451
TOTAL	119411	466094	20439	605944

Total 1972 usage by State:

Oregon - 586274

Washington - 19670

Mr. Paul Kaatz
Fuel Allocation
November 28, 1973
Page 3

Our anticipated diesel needs for Region X in 1974 are as follows:

All figures represent gallons.

	Salem, Oregon I-5	Gladstone, Oregon I-205	Boring, Oregon FAS-129	Kelso, Washington I-5	Monthly Total
JAN	274	6150	575	62982	69981
FEB	274	6150	575	63397	70396
MAR	8004	63422	1810	20850	94086
APR	40261	82506	8628	23853	155248
MAY	171321	95186	10354	20356	297217
JUN	221457	78113	15537	101191	416298
JUL	230943	45589	44626	111191	432349
AUG	230943	2700	53831	111191	398665
SEP	134903	2700	31452	111191	280246
OCT	450	1350	26960	95356	124116
NOV	450	1350	22467	11231	35498
DEC	274	-0-	-0-	11231	11505
TOTAL	1039554	385216	216815	744020	2385605

Total anticipated usage by State in 1974:

Oregon - 1641585

Washington - 744020

Mr. Paul Kaatz
Fuel Allocation
November 28, 1973
Page 4

These figures indicate that our diesel fuel requirements in Region X for 1974 will exceed our allotment by about 1,779,661 gallons.

At the time these projects were awarded - all prior to November 1, 1973 - we had assurance from our fuel suppliers of adequate quantities at a fixed price. We now find ourselves in the untenable position of being unable to obtain the necessary fuels at the price in effect and contracted for at the commencement of these projects which is a condition completely beyond our control. Further, the nonavailability of diesel will cause costly standby and multiple mobilization costs, again completely beyond our control. These gross inequities have compelled us to inform the various State and Federal agencies involved with administration of these projects of our inability to complete the contracts without additional fuel. We are also requesting contract time and compensation additional to that set forth when these contracts were originally initiated.

The Northwest Division of Gordon H. Ball, Inc. (a subsidiary of the Dillingham Corporation) directly employs approximately 400 heads of households in Oregon and Washington. Our subcontractors employ approximately the same number. Without an adequate supply of diesel fuel for our jobs most of these men will become unemployed. In addition, construction industry statistics indicate that for every person directly employed in construction it takes 3.4 persons employed in other support activities to back him up. Today our projects directly or indirectly employ approximately 800 people and a closure of our projects would affect the employment of about 2700 wage earners. Needless to say, the resultant "mushrooming" effect could have serious economic impact in the Oregon-Washington area.

Our official request for an increased allotment was mailed to your office on November 16, 1973 for your consideration. We sincerely hope that some favorable solution is forthcoming in the immediate future.

Very truly yours,

GORDON H. BALL, INC.

Dennis Gilkison

Dennis Gilkison
Equipment Administrator

DG:ms

cc: E. R. Ferguson
Bob Burroughs
Governor Daniel Evans
Governor Thomas McCall

7660

P.

5

November 6, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-205-7(22)301

FROM L. H. Young, Office Engineer

SUBJECT Request Change Order Approval

Contract 7660, Extra Work Order No. 23
Project S.E. Causey Ave.-Gladstone Interchange
Highway East Portland Freeway
County Clackamas

This Order covers the cost to repair stress cracks in the bottom slabs of the posttensioned box girders in the 82nd Drive and Cascade undercrossing structures. These cracks developed after the box girders were stressed and are thought to be caused by the skew of the structures.

A copy of the engineer's letter of explanation is attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, October 11, 1973.

Your approval as of October 11, 1973 is requested.

BHW:bb
Attach.

#7660

OREGON STATE HIGHWAY DIVISION

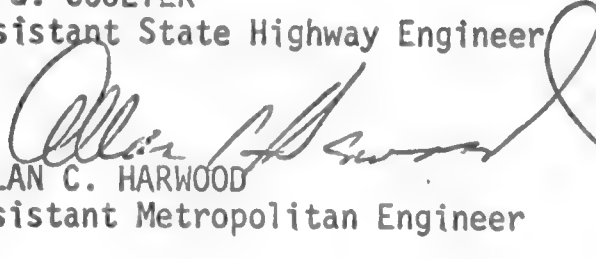
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

NOTED
H. S. COULTER

DATE September 27, 1973

TO H. S. COULTER
Assistant State Highway Engineer

FROM 
ALLAN C. HARWOOD
Assistant Metropolitan Engineer

SUBJECT Foster-Causey Section
East Portland Freeway
Contract 7748

Prior to commencement of construction on the subject project, access for 96th Avenue was provided by a direct connection to Woodstock. This connection has now been severed. Access to 96th is by way of Glenwood to 97th then to Woodstock, a considerably longer route for residents of 96th between Duke and Woodstock. Also Glenwood is a narrow substandard street. Inconvenience to residents on 96th can be reduced by improvement of Duke between 96th and 97th. As a temporary measure, we have placed some reject material and filled in some of the holes on Duke to make it passable. The ultimate solution is to improve Duke to the point where the City will accept maintenance of it.

I understand an improvement of Duke was part of the project at one time but was dropped due to lack of Federal Highway Administration approval. I have talked the improvement of Duke Street over with Christianson and it now appears Federal Highway Administration would go along.

Contact with the City of Portland indicates they will accept maintenance if the street is improved to their standards. Estimated cost to improve to City standards is \$10,000.00.

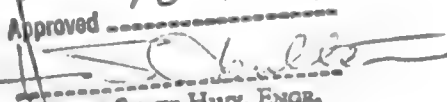
There is some question of policy involved in an improvement of this type, and this is not an isolated case. We will run into it more as I-205 progresses through the southeast area which has a very poorly developed surface street system, much poorer than in other parts of the City.

If determined the improvement should be made, I would request City-County obtain a better type agreement from the City covering maintenance.

ACH:ld

RECEIVED

SEP 28 1973

10-1-73
Approved 
ASST. STATE HWY. ENGR.

Office of
Assistant State Highway Engineer

10-1-73
City-County
agreement
cy Metro

FIGURE 10-20

Portland, Oregon 97213

SUBJECT Foster-Causey
Contract 7660

The cul-de-sac on SE 96th Avenue and Woodstock would be impractical to eliminate without a redesign of the Foster-Woodstock couplet and/or the northbound I-205 exit to SE Woodstock Avenue.

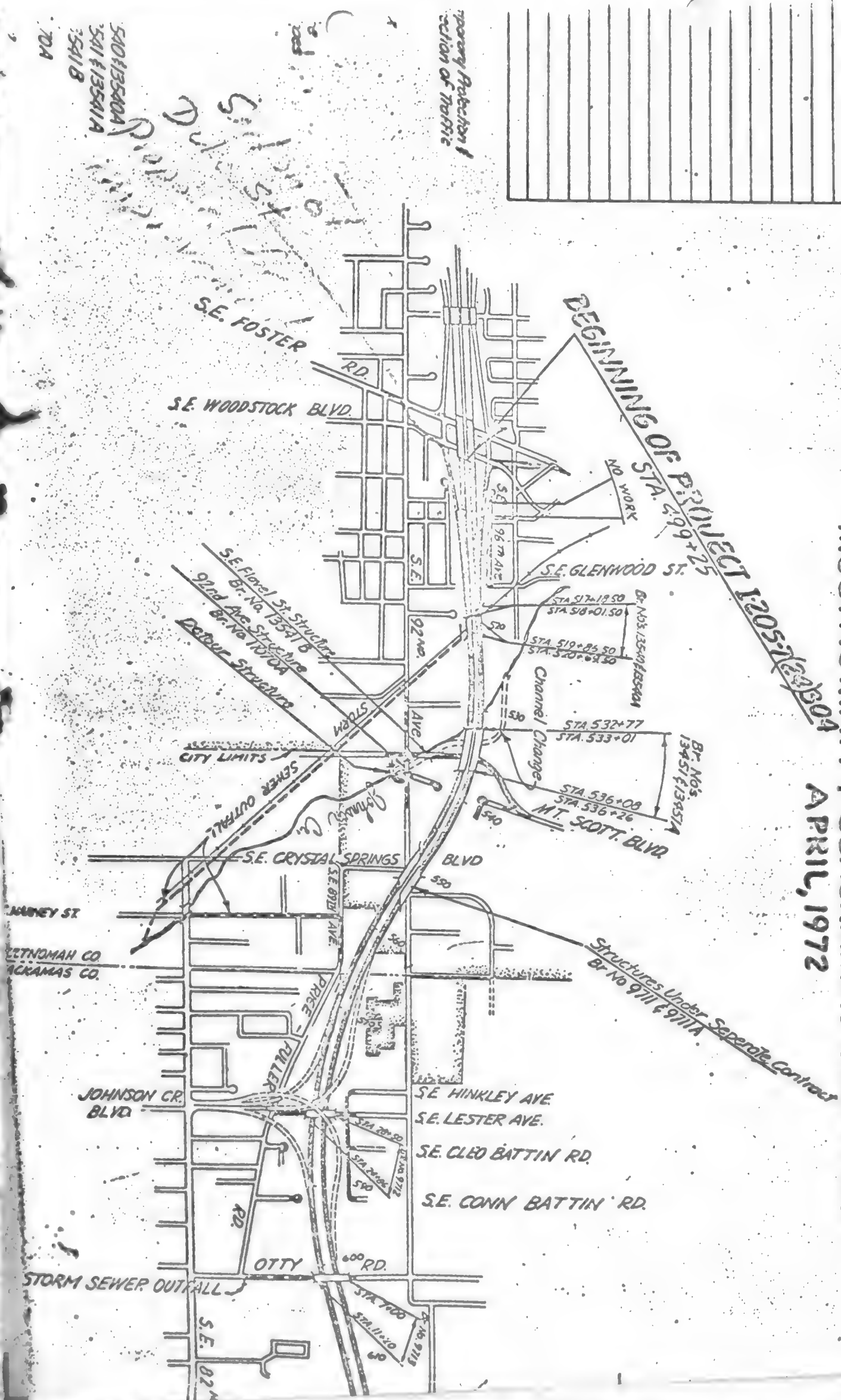
METROPOLITAN ENGINEER
RECEIVED
AUG 17 1973

☐ ME ☐ AAE ☐ AHE ☐ MDE ☐ MDE ☐ MTE

[illegible]

PLANS FOR PROPOSED PROJECT GRADING & STRUCTURES

MULTNOMAH & CLACKAMAS COUNTIES
APRIL, 1972



Foster Rd. - SE Corner 1/12

(1-21-72)

H 500-31.520

Duke St 20+05.00

H 500-31.520

S.E. 97 TH AV2

E 1-21-72

E 1-21-72

97 TH

AVE.

Walk

Base Line
20+00

Concrete Retaining Wall

Concrete

96 TH TO 97 TH AVE

S.E. DUKE ST.

Type "C" Curb

Duke St 16+55.07

S.E. 96 TH AVE

H 500-31.520

E 1-21-72

Type CL-6 Fence

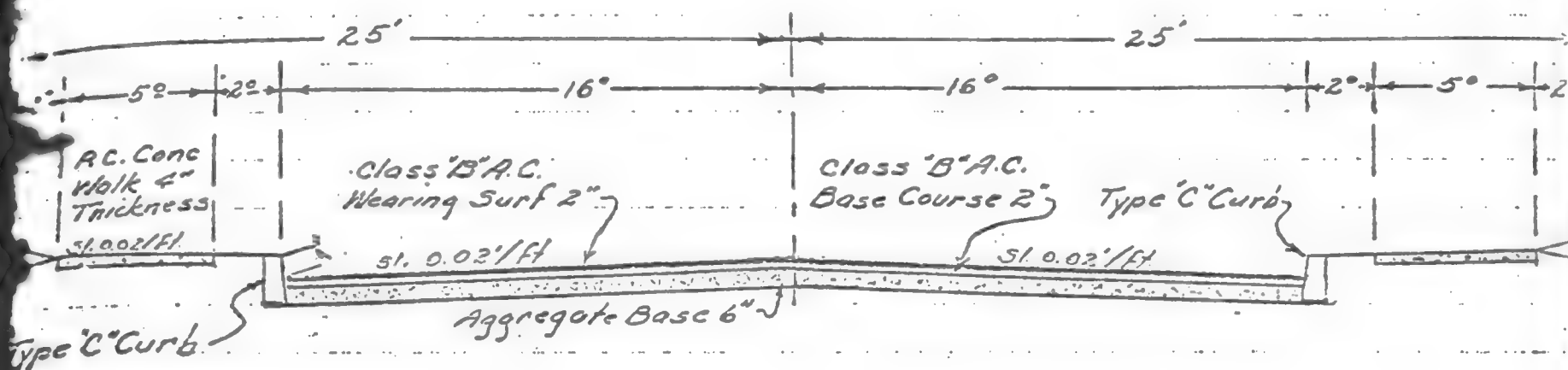
Type "C" Curb
Guard Rail - 50 (Type 1)

626-1909-7-5

1-21-72

PROPOSED IMPROVEMENT OF DUKE ST. FROM S.E. 96TH TO 97TH AVE
 G.F. BRENNON, LOCATING ENG'R
 August 16, 1913

TYPICAL SECTION



ESTIMATE OF COST

1 Clearing & Grubbing	All		\$ 500.00
2 General Excav. @ \$1.00/c.y.	580 c.y.		580.00
3 1'-0 Base Rock @ \$4.50/ton	374 tons		1,683.00
4 Class 'B' Asph. Conc @ \$8.00/ton	245 tons		1,960.00
5 Asph. Cement in Mix. @ 40.00/ton	16 tons		640.00
6 Type 'C' Curb @ \$75.00/c.y.	19 c.y.		1,425.00
7 Concrete Sidewalk @ \$6.50/sq.yd	290 sq.yd		1,885.00
8 Concrete Driveways @ \$11.00/sq.yd.	65 sq.yd.		(715.00)

TOTAL COST

\$ ~~9,333.00~~

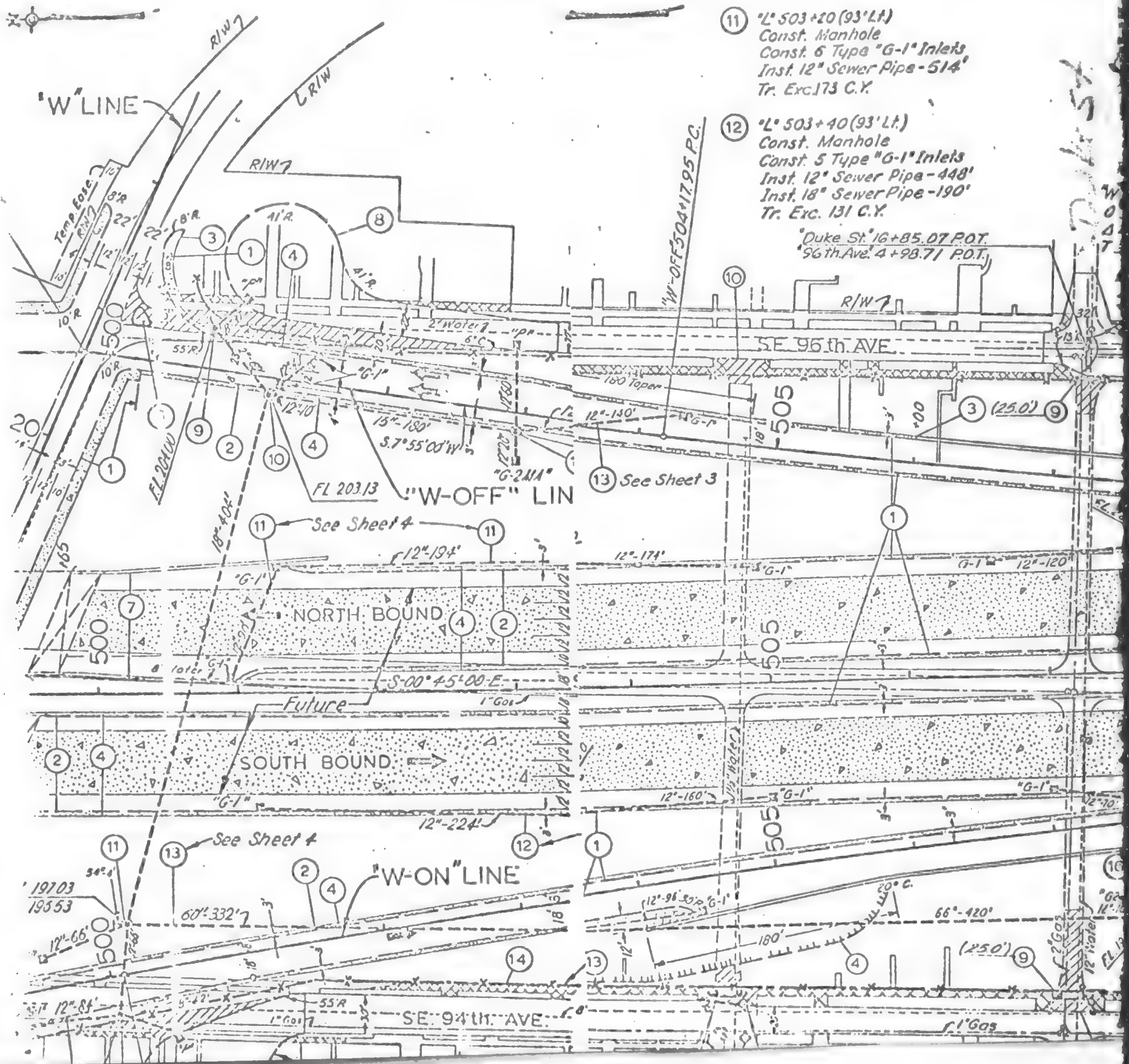
7,503.00

1000

800

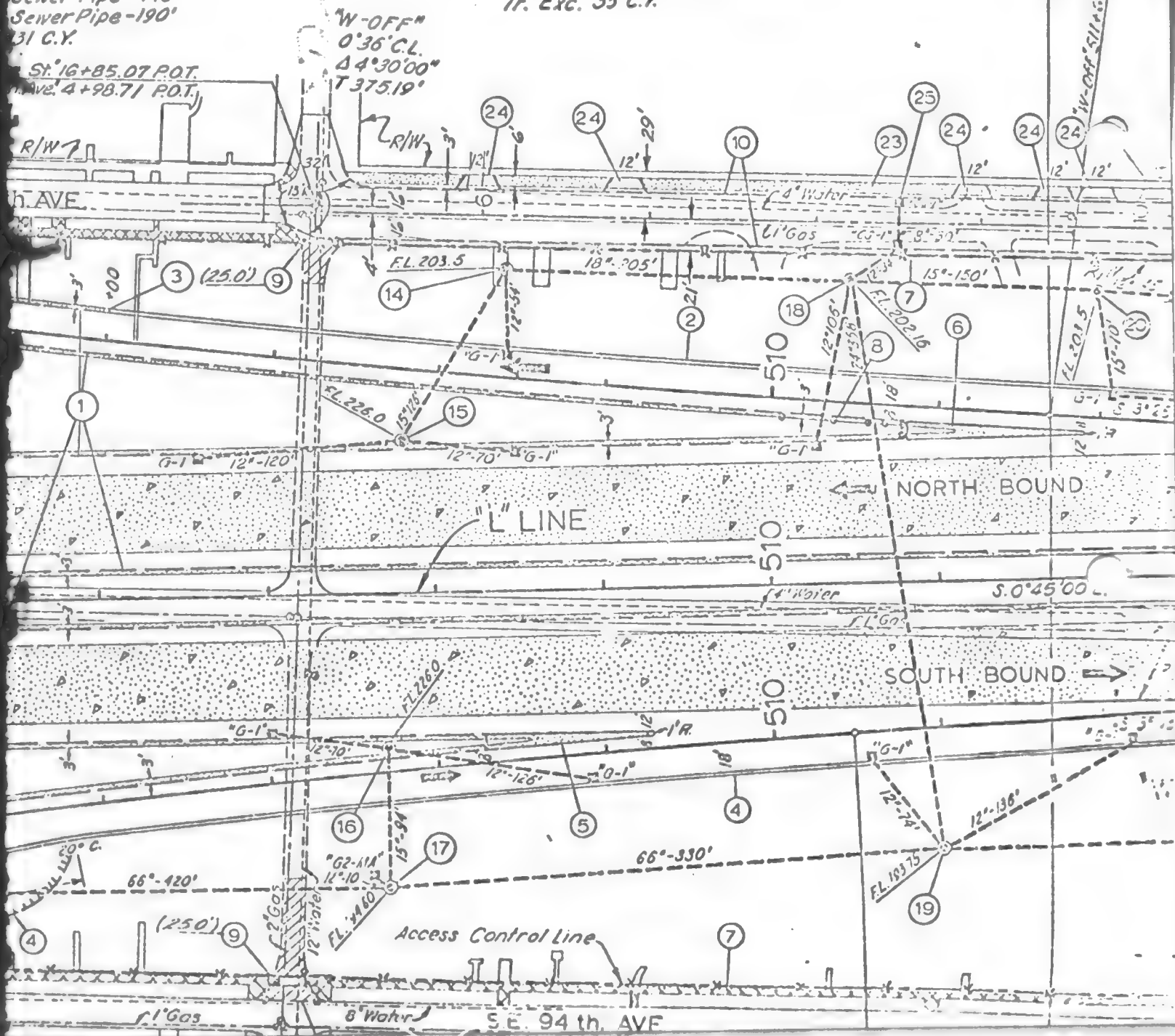
\$ 9,300.00

Storm drainage
 Eng'r & Contingencies



19

SECTION 16
SECTION 21



7660

5

September 12, 1973

TO G. L. Green, Division Engineer Federal Highway Administration Federal-aid Project No. I-205-7(22)301

FROM L. H. Young, Office Engineer

SUBJECT Request Change Order Approval

Contract 7660, State Force Order No. 12

Project S.E. Causey Ave.-Gladstone Interchange

Highway East Portland Freeway

County Clackamas

This order covers the cost of seeding and mulching the area adjacent to the S.P.R.R. drainage facility near station "CH" 269. Seeding and mulching of this small area must be performed as soon as possible to prevent erosion of the slopes and plugging of the drainage facility. The contractor is not equipped to perform this work at this time, the State has the necessary special equipment and trained personnel to perform the work. It is in the public interest to have this work performed before the winter rains start.

Copies of the Engineer's letter of explanation are attached.

The estimated cost of this work is \$500.00 with Federal participation in the amount of \$450.00.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer September 7, 1973.

Your approval as of September 7, 1973 is requested.

Attach.

BMW:dgk

71660
ECONOLITE

Solving Tomorrow's Traffic Problems...Today

Certified Mail Return
Receipt Requested

August 10, 1973

Gordon Ball Company
P. O. Box 151
Oregon City, Oregon 97045

Subject: General Service Electric
P. O. Box 1435
13306 South East 30th Street
Bellevue, Washington 98004

Project: Job No. 431 Oregon Highway Dept. - S. E. Causey Ave. Gladstone
Interchange near Portland, Oregon S. O. 6283-03, amounting to
\$38,039.00

Gentlemen:

Econolite has an existing order from General Service Electric for
Signal and/or Lighting equipment for which the total sum invoiced and
unpaid is \$38,039.00, subject to revision. In the event of non pay-
ment, we will hold you and the Bonding Company responsible for payment.

We wish to advise that this Notice is in no way to be construed as casting
a reflection on the financial resources of General Service Electric.
This Notice is merely a routine matter and is being done within the frame-
work of our policy and in compliance with
Washington State Bond Laws

Very Truly yours,

ECONOLITE, A Division of
Tamar Electronics, Inc.

Richard Casis
Richard Casis
Credit Manager

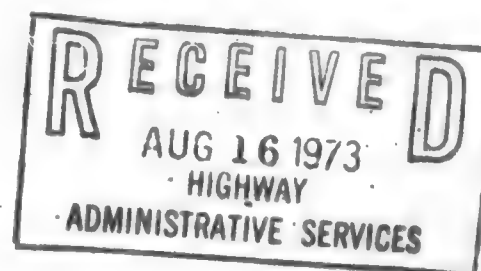
RC/nk

cc:

Oregon State Highway Dept. ✓
General Service Electric
Econolite Sales Office, Seattle
Argonaut Ins. Company
American Insurance Company
Dawson Company
Stillwell-Gerard

3360 E. LA PALMA P.O. BOX 6150 ANAHEIM, CALIFORNIA 92806 (714) 630-3700

C. A. Prawdzik, Staff Attorney



A Division of Tamar Electronics, Inc.
ECONOLITE
A Quality Company of Alzac Corporation

NOTED
C. W. HEAD



**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **July 2, 1973**

TO

G. L. Green, Division Engineer
~~XXXXXXXXXXXXXXXXXXXX~~
Federal Highway Administration

FROM

ORIGINAL SIGNED BY
~~XXXXXXXXXXXX~~
L. H. Young
Office Engineer

Federal-aid Project
No. I-205-7(22)301

SUBJECT

Request Change Order Approval

Contract 7660, Extra Work Order No. 20
Project S.E. Causey Ave. - Gladstone Intchge.
Highway East Portland Freeway
County Clackamas

The Order covers installation of 50 foot steel pole illumination in lieu of "High Tower" installations at the Clackamas Interchange. This change is necessary due to preliminary testing of "High Towers" which indicated they would conflict with radio transmitting facilities.

Attached is a copy of a letter from the Assistant Metropolitan Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on January 2, 1973.

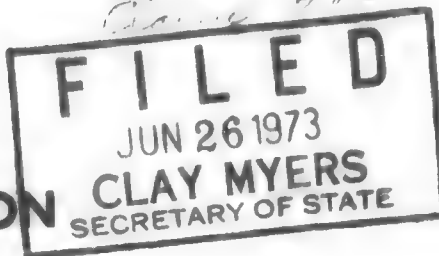
Your approval as of January 2, 1973 is requested.

Attach.

JK:pr



**OREGON STATE
HIGHWAY DIVISION**

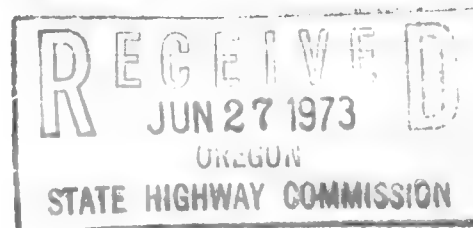


NOTED ON CARD

6-28-73 KO

HIGHWAY BUILDING • SALEM, OREGON • 97310
June 25, 1973

~~Northwest Natural Gas Company
123 N.W.landers
Portland, Oregon 97209~~



Gentlemen:

This is to acknowledge your letter of June 21 advising us of your claim against Gordon H. Ball, Inc. for \$2,041.17 in costs resulting from repairs to a high pressure gas main.

From the description given in your letter, this appears to be in reference to Gordon H. Ball, Inc., Contract No. 7660 on the S.E. Gausey Avenue-Gladstone Interchange Section of the East Portland Freeway.

The Argonaut Insurance Company and the American Insurance Company furnished performance bonds on this contract. We will advise them of the receipt of your claim and we will also forward a copy to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

American Insurance Company
921 S.W. Washington Street
Portland, Oregon 97205

✓ Hon. Clay Myers - Please
acknowledge receipt of
the att. claim on the
encl. copy of this letter.

NOTED
C. W. HEAD

NORTHWEST



NATURAL GAS COMPANY

123 N.W. Flanders

Portland, Oregon 97209

(503) 226-4211

June 21, 1973

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: C. W. Head

Gentlemen,

This is to advise you of a claim we are pursuing against your contractor, Gordon H. Ball Co., resulting from construction operations on the Causey Avenue - Gladstone interchange section of the East Portland freeway project (your contract No. 7660).

On July 13, 1972 a 12" steel high pressure gas main, which had been temporarily relocated in the Lake Road detour, was hit and torn open by excavating equipment, resulting in repair costs of \$874.95 plus \$1166.22 for lost gas, the total claim amounting to \$2041.17.

Our investigation of this incident indicates that this damage was a result of negligence by Gordon H. Ball Co. and that it should be held liable for the loss incurred. As of this date that company has refused to reimburse us for our costs.

We would appreciate your cooperation in reviewing this claim and taking whatever action possible in concluding a settlement. A duplicate cost invoice is enclosed for your file. Please contact me if you desire further details.

Sincerely,

R. L. Hordichok, Agent
Claims Department

RLH:fh
Enc.

NOTED
C. W. HEAD

JUN 22 1973
STATE HIGHWAY COMMISSION

NORTHWEST NATURAL GAS COMPANY

123 N.W. FLANDERS STREET
PORTLAND OREGON

AREA CODE 503
CA 6-4211

C O P Y

ORDER NO.

DATE OF INVOICE 5-9828

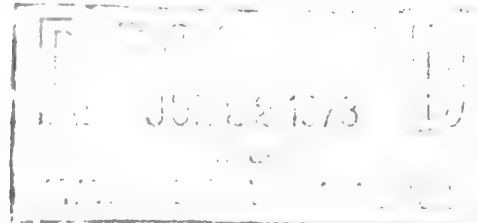
OUR INVOICE NO. 4957

TERMS: NET CASH

SOLD
TO

GORDON BALL, INC.
P. O. BOX 151
OREGON CITY, OREGON 97045

CLAIM NO.



Accounts Receivable General

DATE	DESCRIPTION	AMOUNT
7-13-72	Cost to make emergency repairs to a 12" gas main at S. E. Lake Road Interchange and 82nd Dr., Clackamas, Oregon, damaged by your equipment.	
	Labor & Superintendence	\$604.96
	Tools & Equipment	45.15
	Insurance	49.75
	Supplies	21.64
	Invoice - backhoe	<u>153.45</u>
		\$ 874.95
	Gas Loss - 29,450 therms @ .0396¢	<u>1166.22</u>
		\$2041.17

7660

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-25-73

FROM: G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. 1-657

FEDERAL AID PROJECT NO. 1-205-7(22)301

STATE PROJECT NO. SE CAUSEY AVE-GLADSTONE INTCH.

COUNTY NAME CLACKAMAS

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

NOTED
A. E. JOHNSON

Only 6-27-73

RECEIVED
STATE HWY ENGR

JUN 27 '73

REFER TO
R/W

FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE APRIL 19, 1973

FEDERAL ROUTE NUMBER INTERSTATE ROUTE 205

STATE ROUTE NUMBER EAST PORTLAND FREEWAY ROUTE #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR THE CLACKAMAS WATER DISTRICT'S FACILITIES EFFECTIVE 4-19-73. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE \$113.07 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) UTILITY ADJUSTMENT.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
OUR PROGRAM MEMORANDUM DATED 9-29-71 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 2-14-69 AND PPM 30-4.1 DATED 11-29-72.
WE APPROVE THE AGREEMENT WITH THE CLACKAMAS WATER DISTRICT CONSISTING OF YOUR METROPOLITAN UTILITY ENGINEER'S VERBAL NOTICE OF CONFLICT, THE CLACKAMAS WATER DISTRICT'S JUNE 1, 1973 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. PPESTON'S JUNE 13, 1973 LETTER.
THE CLACKAMAS WATER DISTRICT'S PROPERTY RIGHTS UNDER ORS-366.321 IS ACKNOWLEDGED.

DATE 6-25-73

SIGNATURE OF APPROVING OFFICIAL

TITLE DIVISION ENGINEER

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 8, 1973

NOTED
H. S. GILLER

To: MEMO TO THE FILES

SUBJECT: S.E. Causey Ave. -Gladstone
Interchange Section
I-205
Contract No. 7660
Illumination Changes

FROM:


Edward L. Hardt
Construction Field Operations Engineer

A meeting was held in the Construction office on June 7 to discuss the current status of illumination work on the Causey-Gladstone Section of I-205. Attending were: C. T. Keasey, Allan C. Harwood, John Wood, and Ed Hardt.

We had just received word from Golden West Broadcasters (radio station KEX) that they had no objection to our proposal for 50-foot light poles in Lake Road Interchange in lieu of the 120-foot towers originally proposed (letter attached). The specific reason for the meeting was to decide whether we should go ahead immediately with a separate contract to do the lighting in the Lake Road Interchange or whether we should wait until the outdoor movie screen work is completed before we do any work that would affect KEX. We have eliminated the possibility of negotiating the work with Ball due to the difficulties the field has already encountered in negotiating electrical work with this particular contractor.

The advantages of a separate contract now are:

- (1) If done timely, we could conclude our negotiations with KEX before the movie screen people enter the picture.
- (2) If it is decided to open I-205 partially to Sunnyside Road, the necessary illumination could be provided.

The advantages of delaying the illumination work in the vicinity of the Lake Road Interchange and doing it with the Foster-Causey future illumination work are:

- (1) There would be no conflict of two contractors working in the same general area. Gordon Ball is trying to conclude his work this year and we would not want to do anything that would in any way interfere with that objective.

RECEIVED

JUN 18 1973

Office of
Assistant State Highway Engineer

Memo to the Files
June 8, 1973
Page 2

(2) Although it works out on paper, there is a question whether we could prepare plans, let a contract, and get delivery of poles and equipment as well as have the contractor perform the work before the movie screen people enter the picture. Deferring this work till later will eliminate this problem.

After considering these and other factors, it was decided that all permanent illumination from the southerly limits of the Lake Road Interchange to the northerly limits of the Sunnyside Interchange would be deleted from Gordon Ball's existing contract. This work would then be added to the future illumination for the adjacent section of I-205. The wood pole temporary illumination to be installed by Ball in the Lake Road Interchange under his existing contract will not be affected. If necessary, any lighting necessary to operate the facility until the permanent lighting is installed can be added as the need develops.

I discussed these changes today with Cliff Christianson of the FHWA and he had no objections.

ELH:fw

Attach.

cc: H. S. Coulter - w/attach.
C. T. Christianson "
Leslie B. Hampton "
Walt Hart "
R. N. Bothman "
Roy T. Heinz "
Arvey Nelson "
Grant Feikert "

GOLDEN WEST BROADCASTERS

5858 Sunset Boulevard · Los Angeles · California 90028
(213) 469-5341

CLAIR L. STOUT
Vice President and Secretary

June 4, 1973

Mr. Edward L. Hardt
Construction Field Operations Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

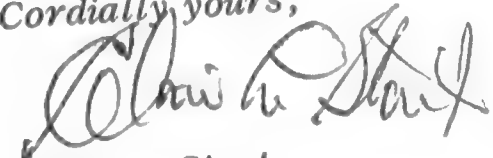
Dear Mr. Hardt:

We have your letter of April 4 in which you state that you have determined to eliminate the 120-foot light towers and install in lieu thereof 50-foot steel poles adjacent to the KEX transmitter site.

Obviously the 120-foot towers would cause considerably greater problems than the 50-foot poles which you now propose to install.

We, of course, cannot determine what effect the 50-foot poles will have on KEX's array until after they are installed. Accordingly, we do not voice any objection to the installation of the 50-foot towers provided that the installation of these towers and the effect upon KEX is covered by our agreement with the State and as agreed upon in Mr. Hampton's letter to Thomas C. Crosnoe dated November 2, 1971.

Cordially yours,


Clair L. Stout

cc: Mr. Thomas C. Crosnoe
Leslie B. Hampton, Esq.
Mr. Grant Feikert
Mr. Richard Kale

RECEIVED

JUN 6 1973

BRIDGE DIVISION

KMPC Los Angeles · KSFO San Francisco-Oakland · KEX Portland · KVI Seattle-Tacoma · KTLA-TV Los Angeles

7660

May 31, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. EMP-I-205-7(22)301

FROM L. H. Young, Office Engineer

SUBJECT Request Change Order Approval

Contract 7660, Extra Work Order No. 16

Project S.E. Causey Ave.-Gladstone Intchge.

Highway East Portland Freeway

County Clackamas

This Order covers removal and replacement of a concrete ditch inlet, added cutoff walls and weepholes to a special ditch inlet and add cutoff walls to all concrete lined ditches as needed. This work is necessary due to water intrusion under the inlet during heavy winter rains and subsequent freezing and heaving.

Attached are copies of letters from the Assistant Metropolitan Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on January 20, 1973.

Your approval as of January 20, 1973 is requested.

JK:bb
Attach.

7660

May 31, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM

L. H. Young, Office Engineer

Federal-aid Project
No. EMP-1-205-7(22)301

SUBJECT Request Change Order Approval

Contract 7660, Extra Work Order No. 17

Project S.E. Causey Ave.-Gladstone Interchange

Highway East Portland Freeway

County Clackamas

The Order covers location, cleaning and extending an existing 18-inch concrete culvert. The work was not included in the project plans because the pipe's existence was unknown except to railroad personnel. This work is necessary to complete planned fills on the railroad property.

Attached are copies of letters from the Assistant Metropolitan Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on December 21, 1972.

Your approval as of December 21, 1972 is requested.

JK:bb
Attach.

7660

May 25, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-205-7(22)301

FROM L. H. Young, Office Engineer

SUBJECT Request Change Order Approval

Contract 7660, State Force Order No. 11

Project S.E. Causey Ave.-Gladstone Interchange

Highway East Portland Freeway

County Clackamas

This Order covers a credit to the project for steel pile cut-offs 20 feet and longer which have been transferred to the State Maintenance Yard.

A credit to the project of \$292.16 is covered by this Order. A copy of the Engineer's letter of explanation is attached.

This credit to the project was tentatively recommended for approval by the Federal Highway Administration Area Engineer, May 20, 1973.

Your approval as of May 20, 1973 is requested.

BTW:bb
Attach.

May 26, 1973

TO **Glen L. Green, Division Engineer**
Federal Highway Administration

FROM **L. H. Young, Office Engineer**

Federal-aid Project
No. I-205-7(22)301

SUBJECT **Request Change Order Approval**

Contract 7660, State Force Order No. 10

Project S.E. Cassy Ave.-Gladstone Interchange

Highway East Portland Freeway

County Clackamas

This Order covers a credit to the project for steel pile cut-offs 20 feet or longer in length which have been transferred to the State Maintenance Yard.

The credit covered by this Order is \$640.64. A copy of the Engineer's letter of explanation is attached.

This credit to the project was tentatively recommended for approval by the Federal Highway Administration Area Engineer, May 20, 1973.

Your approval as of May 20, 1973 is requested.

BMW:bb

Attach.

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

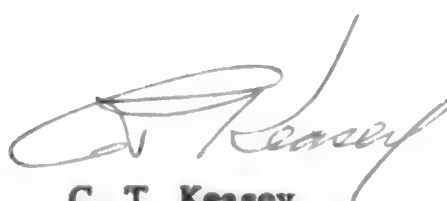
NOTED
H. S. COULTER

7660

Salem, Oregon
May 23, 1973

To: R. N. Bothman
Metropolitan Engineer
ATTN: A. C. Harwood

SUBJECT: Type "A" High Mast Towers
S.E. Causey-Gladstone Section
East Portland Freeway
Contract No. 7660

FROM: 
C. T. Keasey
Construction Engineer

The deletion of Bid Item 187, "High Mast Towers, Type 'A' ", as proposed in your letter of May 14, 1973, has been discussed with Pat O'Neil, FHWA, and with Mr. Coulter, and has been approved.

Please proceed with any necessary adjustments for materials already delivered to the jobsite.

The necessary conduit should still be installed under the current contract, so that a later illumination project will not require cutting or boring through completed highway.

CTK:fw

cc: H. S. Coulter
L. H. Young

RECEIVED

MAY 23 1973

Office of
Assistant State Highway Engineer

7660

May 17, 1973

General Insurance Co. of America
Safeco Plaza
Seattle, Washington 98185

Gentlemen

This is to acknowledge receipt of your May 14 letters advising us of claims for yourself and Rock Products, Inc., against Gordon H. Ball, Inc.

The first claim in the amount of \$424,195.63 appears to be against Contract No. 7389 for work on the Cladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County.

The second claim in the amount of \$63,338.74 appears to be in reference to Contract No. 7660 for work on the S. E. Gausey Avenue-Cladstone Interchange Section of the East Portland Freeway in Clackamas County.

The Argonaut Insurance Company, 250 Middlefield Road, Menlo Park, California 94025, and the American Insurance Company, 921 S. W. Washington Street, Portland, Oregon 97205, furnished the performance bond on this contract. We will advise them of the receipt of your amended claim letters and will also forward them to the Secretary of State for filing.

Please advise this office when your claims have been satisfied.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Gordon H. Ball, Inc.
Argonaut Insurance Company
American Insurance Company

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RMG:ds

NOTED ON CARD
5-17-73ds

AMENDED NOTICE OF UNPAID CLAIM

To: Honorable Clay Myers
Secretary of State
State of Oregon
Salem, Oregon

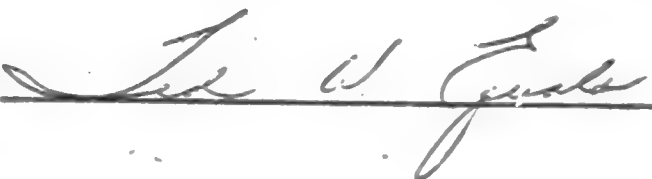
Mr. Cecil W. Head, Secretary
Oregon State Highway Commission
Salem, Oregon

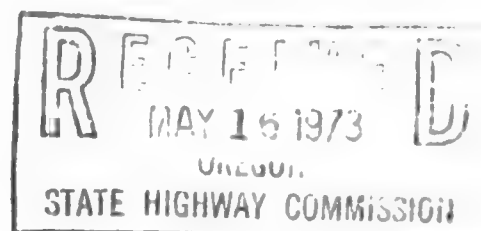
NOTICE IS HEREBY GIVEN that the undersigned, General Insurance Company of America, Inc., for itself and as assignee of Rock Products, Inc., has a claim for labor performed and materials, supplies and equipment furnished by General Insurance Company of America, Inc. and Rock Products, Inc., and incorporated into the law, in the sum of \$63,338.74 against the bond taken from Gordon H. Ball, Inc., as principal, and Argonaut Insurance Company and The American Insurance Company, as co-sureties, for the work of grading, paving, structures, signing, illumination and signals of the S. E. Causey Avenue -- Gladstone Interchange section of the East Portland Freeway, in Clackamas County, being OSHD Contract No. 7660.

DATED, May 14th, 1973.

GENERAL INSURANCE COMPANY OF AMERICA

By







7660
**OREGON STATE
HIGHWAY DIVISION**

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

May 17, 1973

Mr. David R. Calvert
Portland General Electric Company
707 Main Street
Oregon City, OR 97045

Power Conduit Installation
SE Causey-Gladstone Int. Section
East Portland Freeway
Clackamas County
Project No. I-205-7(22)301

Dear Mr. Calvert:

This is to acknowledge receipt of your check in the amount of \$1,000 to cover the installation of a power conduit on our Sunnyside Road and Lake Road (82nd Ave.) structures on the above project.

Your check is being forwarded to our Accounting Section for further processing. The State's contractor will contact you regarding supplying the material to be installed.

Very truly yours,

Jack M. Cartwright
Jack M. Cartwright
Utility Office Engineer

JMC:jly

cc: PGR - Attn. Roger Sharp - Portland

bc: H. S. Coulter
V. E. Skoog w/check
L. H. Young
R. N. Bothman
V. L. Gallagher
Roy Heinz
Jack Hasla

RECEIVED

MAY 17 1973

Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

Box 300

Salem OR 97308

DATE: May 15, 1973

In reply
refer to: 10-35.6

7660 Oregon Project I-205-7(22)301
S. E. Causey Ave.-Gladstone Interchange Sec.
SUBJECT: Undercrossing of Cascade Highway

FROM: ~~G. L. Green, Division Engineer~~
7660

TO: Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

We have reviewed Mr. Hart's submission of May 10, 1973 explaining the reason for the bottom slab cracking experienced on the subject structure and we concur in your proposal to allow traffic on the roadway. We feel that you should delay your repair long enough to insure that the traffic has worked out the effect of the forming procedure on the bottom slab. This could conceivably be a few months to allow for drying and flexing of the slab.

The change you propose in your current practice has merit. We request that you consider on future jobs additional requirements to remove all falsework from interior cells on similar structures or support the deck from the beam stems. We feel that with this requirement and the change in your design practice should eliminate any future problems due to this condition.

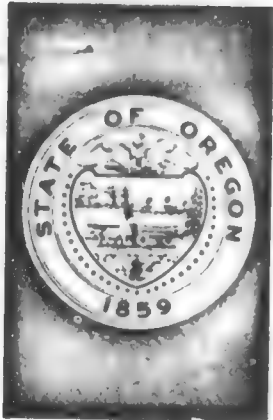
RECEIVED STATE HWY ENGR						
MAY 17 '73						
REFER TO Hurry by 5/17/73						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

G. L. Green
G. L. Green

NOTED
A. E. JOHNSON

NOTED
E. S. HUNTER
cc Hart

RECEIVED
MAY 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER



OREGON STATE HIGHWAY DIVISION

7660
HIGHWAY BUILDING • SALEM, OREGON • 97310

May 10, 1973

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

TO

Mr. H. A. Schell
Division Bridge Engineer
Federal Highway Administration

ORIGINAL SIGNED

FROM

WALTER J. HART
Bridge Engineer

SUBJECT

I-205 Undercrossing of Cascade Highway
SE. Causey-Gladstone Interchange
Contract 7660

RECEIVED
MAY 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

We have completed the initial phase of our investigation of the cracks in the bottom slab of the Cascade undercrossing structure. It appears that there are several contributing factors to the cracks, the principal one being the contractor's forming method for the top slab.

As shown in the attached pictures, the contractor's forming procedure placed a deck support down the middle of the bottom slab. This produced unanticipated bending stresses in the bottom slab. Due to the heavy skew on this structure, the placement of the bottom slab transverse steel was ineffective in restricting these cracks. In addition to the stresses produced by the contractor's forming procedure, it appears that there may have been some torsional stresses induced in the structure due to the heavy skew.

On future structures involving excessive skews, our current practice involving the placement of the bottom slab transverse steel will be altered to place the steel normal to the centerline. We are continuing to investigate the problem of torsional moments due to the skew effect and will take this into account in future design.

Our proposal, as it effects the subject structure, is to route traffic over the structure and to continue to observe the existing

NOTED
E. B. HUNTER

RECEIVED

MAY 10 1973

Office of
Assistant State Highway Engineer

Mr. H. A. Schell

-2-

May 10, 1973

cracks. At the present time the cracks appear to have stabilized. The location and direction of the cracks would indicate that structural integrity is not a question. The structure will be kept under constant surveillance as it is opened to traffic and after a period of time when we are certain that no further cracking is developing, we propose to grout the existing cracks with an epoxy material.

We request your concurrence in the procedure described above.

WJH:dh

cc ~~E.~~ S. Hunter
H. S. Coulter
C. T. Keasey
R. N. Bothman
Arvey Nelson

cc: OSED (A E Johnson)
Region
Wash DC
Area Engr Christianson
C Hoefler
CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1) 5-8-73
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
cst

(Check appropriate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION			
REGION NO. 10	REPORT NO. 11	COUNTY Clackamas	DIVISION Oregon 4660
DATE OF INSPECTION 5-8-73	INSPECTION MADE BY P. E. O'Neil, Asst Area Engineer		PROJECT NO. EMP-I-205-7(22) 301
IN COMPANY WITH R. Heinz, Res Engr, OSED.			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 46%	WORK COMPLETED 56%

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

S. E. CAUSEY AVE.-GLADSTONE INTERCHANGE
EAST PORTLAND FREEWAY
Grading, Paving, Structures, Signing, Illumination, and Signals

Stage Inspected: Grading

MAY 29 1973

1. SCOPE OF INSPECTION

The purpose of this inspection was to determine the adequacy, extent, and effectiveness of the procedures followed on the construction of this project. The State's documentation procedures were also reviewed.

REGIONAL OFFICE

2. SUMMARY OF FINDINGS, RECOMMENDATIONS AND ACTIONS TAKEN

a. The engineering staff is sufficient in number and capability to perform the required staking, quality measurements, and to exercise the quality control throughout the job inspection and testing.

b. The contractor is approaching subgrade in the vicinity of 82nd and has encountered some unstable sandy silt material in varying locations. Even though this material is well compacted, when heavy equipment traverses the area the material begins to pump. The resident engineer has sent samples to the central office to determine if a cement additive will stabilize this material. If investigations prove that the cement additive will work, participation in a price agreement to cover the cost of the additive and added labor is recommended.

c. Ample compaction tests have been taken to assure full coverage on the fill areas. When failing results were found the State took the proper steps to correct the problem.

d. The State is using the standard measurement and cross-sectioning of the fill and cut areas to determine the pay quantities.

Attached to the Division office copy of this inspection report are backup notes for the inspection.

NOTED
H.S. COULTER



7660

**OREGON STATE
HIGHWAY DIVISION**

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511
May 7, 1973

Mr. M. G. Johnson
District Engineering Manager
Pacific Northwest Bell Telephone Company
410 NE Clackamas Street
Portland, OR 97232

Telephone Conduit Installation
SE Causey-Gladstone Int. Section
E. Portland Freeway
Clackamas County
Project No. I-205-7(22)301

7660

Dear Mr. Johnson:

This is to acknowledge receipt of your check in the amount of \$3,000 to cover the installation of telephone conduit on our Sunny-side Road and Lake Road structures on the above project.

Your check is being forwarded to our Accounting Section for further processing. The State's contractor will contact you regarding supplying the material to be installed.

Very truly yours,

Jack M. Cartwright
Jack M. Cartwright
Utility Office Engineer

JMC:jly

cc: H. S. Coulter
V. E. Skoog w/check
L. H. Young
R. N. Bothman
Roy Heinz
Jack Hesla
V. L. Gallagher

RECEIVED

MAY 8 1973

Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

DATE March 29, 1973

TO Memo To The Files

FROM ALLAN C. HARWOOD
Assistant Metropolitan EngineerSUBJECT SE Causey-Gladstone Interchange
Contract No. 7660

Wednesday, March 21, a meeting was held in the Salem Bridge office to discuss illumination of I-205 in the vicinity of KEX's broadcasting facility. Attending were Grant Feikert, John Wood, Ed Hardt, Bob Dixson and Al Harwood.

The particular problems discussed involved the drive-in theater proposed for construction on Lawnfield Road. KEX had written to the State suggesting that the State make an effort to delay construction of the drive-in until after illumination work has been completed. In a memo dated February 15, 1973 Ed Hardt suggested we expedite illumination work in an effort to beat the drive-in theater construction. Our present construction contract does not include illumination on this section of I-205. It does include installation of pole bases and temporary erection of six 50 foot poles to be used in testing the effect of this type of illumination on KEX's transmission. At the present time the embankment in the vicinity of the test pole bases is 10 to 15 feet low. It would be the middle of the summer before this embankment could be brought up to finished grade. This means that it would be the latter part of the summer before the testing program could be carried out. The proposed construction schedule for the drive-in theater calls for it to be operational by April of 1974. It would, therefore, be impossible to complete the planned testing program, prepare plans and get the permanent illumination poles up ahead of the drive-in theater construction.

We discussed standing something else up in the air in an effort to measure the effect of our illumination. Mr. Feikert indicated that until the embankments were completed we would not be able to get the information needed to definitely determine the effect of the illumination. Mr. Feikert did feel that it would be to our advantage to have our construction precede the drive-in theater construction since just so much adjustment by KEX can be made to accommodate outside interference. It might be that retuning

RECEIVED

MAR 30 1973

Office of
Assistant State Highway Engineer

March 29, 1973

would be possible to accommodate our illumination and not the theater screen so the installation that got there first would have less chance of incurring increased expenses. Mr. Feikert seemed to be fairly confident that the 50 foot poles could be detuned, but of course this would involve some extra expense to the State which possibly would not be necessary if the illumination were in ahead of the drive-in theater. It was decided that there would be no way to beat the drive-in theater construction schedule if we proceeded with the plan testing program and that actually we have enough information from previous tests that little more would be gained from the proposed tests. It was decided to proceed with the preliminary design -- then meet with KEX's officials to review our plan and get any recommendations they may have. At that point a decision would have to be made as to whether we should charge ahead in an effort to beat the drive-in theater construction, if we should attempt to delay construction of the drive-in theater as suggested by KEX in their letter of February 16, or if we should let the theater go in ahead of our construction.

The only way we could beat the proposed construction schedule for the drive-in theater is by negotiating for the permanent illumination with Gordon Ball. This is not desirable. Delaying the construction until after the theater screens are erected should not be a problem since I would not expect that section of I-205 to be opened before late 1974 or early 1975 at the earliest. Bob Dixon is to work up preliminary plans so that a meeting can be held with KEX to discuss these plans before the middle of April. By that time I will try to have a better schedule from the Contractor for completion of the embankments.

pb

cc: C. T. Keasey
Walt Hart
H. S. Coulter
Roy T. Heinz



OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 8, 1973

To: A. C. Harwood
Ass't Metropolitan Engineer
Office

SUBJECT: Lawnfield Road Drive In Movie
Moyer Enterprises

Mr. Moyer was contacted for the additional information you requested for screen sizes, height, and any other high level installations proposed.

Mr. Moyer advised illumination would consist of cluster luminaires on poles 6 to 8 feet above the snack bar-projection room building and luminaires mounted above the large screen on the S.E. corner of the area. Information on screen sizes and proposed elevations were obtained from his contractor, Brockamp & Jaeger, Inc., as follows:

Southeasterly Screen: 115' wide x 50' high (Surface Area Screen Size)
Screen to be 10 to 12 feet above ground surface to bottom of screen.
Estimated ground elev. $125' + 12' + 50' = 187'$ approx. elev. top of screen. With luminaires above this could be a top elev. of approx. 190'.

Smaller Screens, Westerly Side: 104' wide x 45' high (Surface Area Screen Size). Screens to be approximately 22' above ground surface to bottom of screen. Estimated ground elevation $110' + 22' + 45' = 177'$ approximate elevation. No luminaires above these screens.

Snack Bar & Projection Room:
Two level building with illumination poles 6 to 8' above roof. Approximate ground elevation $113' + \text{building height} + 8'$. Assuming building height of 25' this would put the luminaires at approximate elevation of 146'.

Mr. Moyer expects the grading work to begin later this summer, the footings for the screens in late December and the final construction of the screens, etc. in April, ~~1973~~ 1974.

Vernon F. Butzer

Vernon F. Butzer
Resident Engineer

METROPOLITAN ENGINEER
RECEIVED
MAR 8 - 1973

☐ ME ☐ AME ☐ AME ☒ MDE ☐ MDE ☐ MTE

UNITED STATES GOVERNMENT

7660 Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Atten: Mr. H. S. Coulter, Asst State Highway Engr
DATE: March 28, 1973
In reply refer to: 10-35.6

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(22)301
S. E. Causey Ave.-Gladstone Interchange Sec.
Cascade Highway Undercrossing

NOTED
H. S. COULTER

On March 27, 1973, Mr. Schell reviewed the longitudinal cracks in the bottom slab of the subject structure with Messrs. Hart, Harwood, and Nelson, OSHD, and Tokerud, FHWA.

This structure had been inspected previously with Mr. Hart and the cracks initially observed. Without question the longitudinal cracking is increasing and we recommend that you prevent any live-load use of this structure until a complete study has been performed.

NOTED
F. B. KLADGE

RECEIVED

MAR 30 1973

Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR

MAR 29 '73

REFER TO
Hunt - Cy

FOR
Coulter

Info	Invs	RID	DIR	SEC	Act	File

3-30-73

Similar is having Hart investigate this also



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 15, 1973

SUBJECT: SE Causey Ave-Gladstone Intchge
Special Ditch Inlet
Station "Ln" 650+30

To:

Mr. Al Harwood
Metropolitan Bridge Construction Engr

The Hydraulics Unit was requested by Mr. C.O. Fredrickson, former Metropolitan Bridge Construction Engineer, to investigate the failure of the subject paved inlet. Mr. R.T. Heinz, Resident Engineer, indicated that the failure had occurred during the freezing temperatures of this past winter and probably was the result of frost heave. This appears to be a reasonable conclusion.

Several revisions to the drawing on Sheet 2J are suggested to prevent the collection and retention of water beneath the slab. Attached is a sheet showing these suggestions which include:

- (1) granular backfill
- (2) weep holes
- (3) extension of the concrete apron upstream into the natural creek channel
- (4) cutoff wall
- (5) corrugated metal flashing

Granular backfill should be a free-draining material that will allow movement of water to the low point in the system. Weep holes will relieve any hydrostatic pressure and provide an outlet for water trapped beneath the paving. Weep holes should be spaced, at maximum, on 15-foot centers along the ditch and 2.5-foot centers in the bottom of the inlet.

The apron section which collects water from the creek channel should be extended upstream out of the 3:1 cut slope and into the natural channel. A cutoff wall should be constructed along the upstream edge of the apron from the northerly ditch to the southerly ditch.

NOTED
E. S. HUNTER

RECEIVED
MAR 16 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Al Harwood
Page 2
March 15, 1973

Corrugated metal flashing should be driven into the cut slopes in those locations along the ditch where substantial amounts of water enter the ditch from side drainages. This flashing should prevent surface water from seeping under the lining between the soil-concrete interface. An alternate to the metal flashing would be construction of a shaped concrete inlet up into the drainage with a cutoff wall built at the upstream end.

These revisions are offered only as suggestions to allow Mr. Heinz sufficient latitude in his negotiations with the contractor on methods of construction and materials to be used. It is recommended that similar provisions be considered for the inlet at Station "A" 663+00 and the five inlets on the SE Foster Road-SE Causey Avenue Section.

If there are any questions on these revisions feel free to contact us.

Victor D. Wolfe
Location Engineer

By 
Richard L. Lenz
Hydraulics Engineer

SHM:jp
Attach

cc: E.S. Hunter ✓
V.D. Wolfe
Frank Hall
Bud Heinz

7660
cc: OSHD (A E Johnson)

Region
Wash DC

AE Bryant

(Check appropriate box)

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cst

☐ CONTACT		☒ PROJECT STAGE INSPECTION		☐ FINAL INSPECTION	
REGION NO. 10	REPORT NO. 10	COUNTY Clackamas	DIVISION Oregon		
DATE OF INSPECTION 3/7/73	INSPECTION MADE BY P. E. O'Neil, Asst Area Engineer		PROJECT NO. EMP-I-205-7(22)301		
IN COMPANY WITH Arvey Nelson, Resident Engineer, OSHD.					
QUALITY OF WORK* Satisfactory		PROGRESS OF WORK Satisfactory		TIME ELAPSED 51%	WORK COMPLETED 38%

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

MAR 14 1973

S. E. CAUSEY AVE.-GLADSTONE INTERCHANGE
EAST PORTLAND FREEWAY

REGIONAL OFFICE

Grading, Paving, Structures, Signing, Illumination, and Signals

Stage Inspected: Structural Concreting

NOTED

H. S. COULTER

Scope of Inspection

The purpose of this inspection was to determine the adequacy, extent, and effectiveness of the procedures followed on this construction project to obtain the desired product and how it relates to structural concrete, forming and reinforcing steel.

Summary of Findings, Recommendations, and Actions Taken

- During this inspection the bottom slab and stems on the 82nd overcrossing structure were poured. The State had ample personnel to supervise the pour and to maintain the required sampling and testing.
- The office records were reviewed and the material reports covered all the materials incorporated into the work. The job control and record testing compared favorably for the materials incorporated into the work.
- The batch plant control was adequate; however, the scales had not been checked in over a year. This was discussed with the resident engineer and Mr. Deserano and Mr. Deserano indicated he would have the scales certified as soon as possible.
- The falsework and forms inspected were found to be satisfactory. The reinforcing steel was properly placed, stored, and clean.

(more)

RECEIVED

MAR 16 1973

RECEIVED STATE HWY ENGR	
MAR 15 73	
REFER TO	FOR
Info	Inver
R/D	D/R
Sign	File

e. The contractor's concrete placement procedures were achieving satisfactory results.

f. A progress record sample and test for air slump and yield were taken during my presence. The inspector used proper sampling and testing procedures.

Backup notes for this inspection are attached to the Division office copy of this report.



**OREGON STATE
HIGHWAY DIVISION**

7660
HIGHWAY BUILDING • SALEM, OREGON • 97310

TO V. V. Cusack, Acting Division Engineer DATE February 28, 1973
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

FROM

L. H. Young
Office Engineer

Federal-aid Project
No. EMP-I-205-7(22)301

SUBJECT

Request Change Order Approval

Contract 7660, State Force Order No. 2 supplemental
Project S.E. Causey Ave. - Gladstone Interchange
Highway East Portland Freeway
County Clackamas

This supplemental order for stage construction and detour striping covers the cost of completing this work. Funds authorized under the original order approved by your office effective November 30, 1971 are inadequate to complete the striping as required. It is in the public interest to have state forces perform this work as the contractor is not properly equipped nor staffed to perform the work contemplated under the order. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

The estimated cost of this additional work is \$19,000.00 with Federal participation in the amount of \$17,100.00. Reimbursement on an agreed unit prices basis is requested.

This supplemental order was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on February 16, 1973.

Your approval as of November 30, 1971, approved date of the original order, is requested.

BHW:pr
Attach.



7660
**OREGON STATE
 HIGHWAY DIVISION**

4762
FILED
 JAN 30 1973
CLAY MYERS
 SECRETARY OF STATE

2-7-73 KO

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 29, 1973

Benson and Arens
 Law Offices
 1023 Public Service Building
 Portland, Oregon 97204

Attention: Thomas A. Davis

Gentlemen:

This is in reply to your letter of January 23 informing us of an amended claim for rental due on equipment in the amount of \$19,400.

From the description given in your letter, this appears to be against Gordon H. Ball, Inc., Contract No. 7660 for work on S. E. Caney Avenue-Gladstone Interchange Section of the East Portland Freeway in Clackamas County.

The Argonaut Insurance Company and The American Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of this claim letter and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been paid.

Very truly yours,

ORIGINAL SIGNED:
 C. W. HEAD

C. W. Head, Secretary
 OREGON STATE HIGHWAY COMMISSION

NOTED
 C. W. HEAD

cc

Gordon H. Ball, Inc.
 P. O. Box 897
 Renton, Washington 98055

American Ins. Company
 921 S. W. Washington St.
 Portland, Oregon 97205

The Argonaut Ins. Co.
 250 Middlefield Road
 Menlo Park, California 94025

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

HARVEY S. BENSON
JOHN H. ARENZ
ROBERT E. LUCAS
THOMAS A. DAVIS

LAW OFFICES OF
BENSON & ARENZ
1023 PUBLIC SERVICE BUILDING
PORTLAND, OREGON 97204

TELEPHONE
226-3876

January 23, 1973

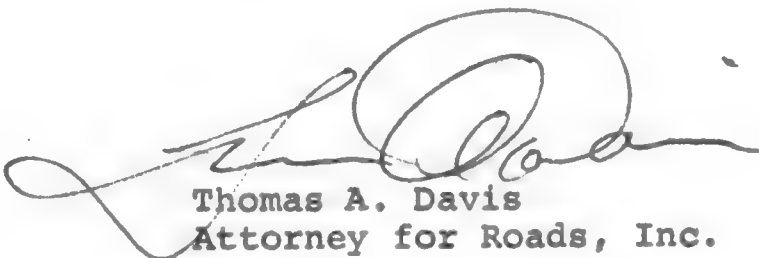
State of Oregon
Highway Division
Highway Building
Salem, Oregon 97310

Re: Contract No. 7660

Gentlemen:

Notice is hereby given that the undersigned, Roads, Inc., has an amended claim for rental due on equipment supplied in the amount of \$19,400 against Gordon H. Ball, Inc., a Nevada corporation, and its sureties, the Argonaut Insurance Company, a California corporation, and The American Insurance Company, a New Jersey corporation, on the contract with the Oregon State Highway Commission, contract No. 7660, for work on the SE Causey Avenue-Gladstone Interchange section of the East Portland Freeway in Clackamas County.

Very truly yours,



Thomas A. Davis
Attorney for Roads, Inc.

TAD:jp



NOTED
C. W. HEAD

RECEIVED
DEC 29 1972

FOR FILING

NOTED ON CARD

12-29-72 KS

7660

December 29, 1972

Willamette Hi-Grade Concrete Company
North Portsmouth Avenue
Portland, Oregon 97203

Attention: Ronald E. Schwarz
Vice President

Gentlemen:

This is to acknowledge receipt of your Notice of Unpaid Claim stating that Gordon H. Ball, Inc., owes you for labor, material and equipment in the amount of \$24,729.01.

This appears to be in connection with the Gordon H. Ball, Inc., Contract No. 7660 for work on the S. E. Cassady Avenue-Gladstone Interchange Section of the East Portland Freeway in Clackamas County.

The American Insurance Company, 921 S. W. Washington Street, Portland, Oregon 97205 and the Argonaut Insurance Company, 250 Middlefield Road, Menlo Park, California 94025 furnished the performance bond on this contract.

The Secretary of State's Office has informed us that your claim was filed in his office on December 21, 1972, and was assigned his File No. 4749.

This information is being noted in our records, and we will advise the sureties and the principal contractor of your Notice of Claim.

Very truly yours,

G. W. Hand, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:hs

cc The American Insurance Company
Argonaut Insurance Company
Gordon H. Ball, Inc.



STATE OF OREGON
DEPARTMENT OF STATE

CLAY MYERS
SECRETARY OF STATE

SALEM 97310

December 27, 1972

GEORGE H. BELL
JACK F. THOMPSON
ASSISTANTS

C

Willamette Hi-Grade Concrete Company
11. Portsmouth Avenue
Portland, Oregon 97203

Attention: Ronald G. Schwarz
Vice President

O

Dear Mr. Schwarz:

This is to acknowledge receipt of two Notices of Claim for
filing:

Brought by: Willamette-Western Corporation

Surety Company: American Insurance Company and Argonaut
Insurance Company

Principal: Gordon H. Hall, Inc.

Amounts of Claim: \$6,999.47 and \$24,729.01

Jobs: USAD Contract No. 7389 and OSAD Contract No. 7389.

P

These claims have been filed as of December 21, 1972, and
assigned file numbers 4748 and 4749.

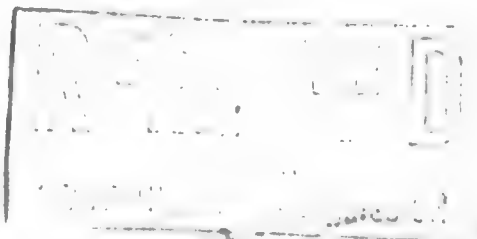
Very truly yours,

E. M. Madden, Elections Manager
By

Y

(Mrs.) Darhl L. Couper
Public Records Clerk

cc: C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION



NOTED
C. W. HEAD

December 18, 1972

Hon. Clay Myers
Secretary of State
State of Oregon
Salem, Oregon

Mr. Cecil W. Head, Secretary
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

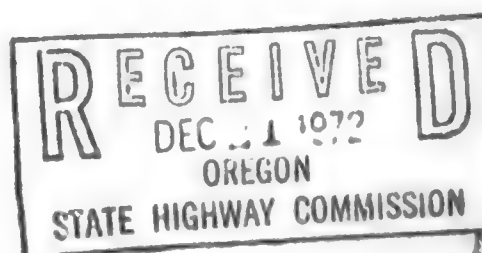
RE: Gordon H. Ball -- Oregon City, Contract Nos. 7660, 7389

Enclosed are notices of unpaid claims against the bond on the above described contracts.

Yours very truly,
WILLAMETTE HI-GRADE CONCRETE COMPANY

Ronald E. Schwarz
Ronald E. Schwarz
Vice President

RES/sb
Enclosures



NOTED
C. W. HEAD

C
O
P
Y

NOTICE OF UNPAID CLAIM

TO: Hon. Clay Myers
Secretary of State
State of Oregon
Salem, Oregon

Mr. Cecil W. Head, Secretary
Oregon State Highway Commission
Salem, Oregon

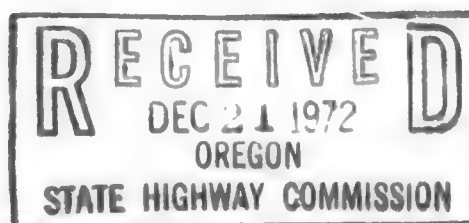
NOTICE IS HEREBY GIVEN that the undersigned, Willamette-Western Corporation, has a claim for labor performed and materials and equipment furnished by Willamette-Western Corporation and incorporated into the work, in the sum of \$24,729.01, against the bond taken from Gordon H. Ball, Inc., as principal, and the American Insurance Company and Argonaut Insurance Company, as co-sureties, for the work of grading, paving, structures, signing, signals and illumination of the S. E. Causey Avenue -- Gladstone Interchange Section of the East Portland Freeway, in Clackamas County, being OSHD Contract No. 7660.

DATED December 18, 1972.

WILLAMETTE-WESTERN CORPORATION

By

Ronald E. Schwarz





State of Oregon

Treasury Department
Salem 97310

ROBERT W. STRAUB
State Treasurer

December 6, 1972

Gordon H. Ball Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Per instructions from the Department of Transportation, State Highway Division, we are enclosing Safekeeping Receipt No. 578, dated December 6, 1972, in the amount of 100,000.00, Time Certificate of Deposit First National Bank, Portland, Oregon.

This Time Certificate of Deposit is in lieu of retainage on State Highway Contract No. 7660.

Very truly yours,

ROBERT W. STRAUB, State Treasurer

By:

Merle Crowe
Cashier

RWS/MC:bl

Encl.

cc: State Highway Dept.
First National Bank of Oregon-Portland



NOTED
C. W. HEAD

COPY



RECEIVED
DEC 13 1972

FOR FILING
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

7660
HIGHWAY BUILDING

SALEM, OREGON • 97310 378-6511

December 11, 1972

Clackamas Water District
P.O. Box 67
Clackamas, OR 97015

ATTENTION: Mr. Frank Whitfield
Superintendent

RE: Conduit Installation
SE Causey Ave.-Gladstone Inter. Section
East Portland Freeway
Clackamas County
Contract No. 7660
Project No. I-205-7(22)301

Gentlemen:

This is to acknowledge the receipt of your check in the amount of \$12,136.30 for the installation of two 48-inch conduits on the subject project, as requested by your District. Your check is being forwarded to our Accounting Section for further processing.

If further information or assistance is required, please contact Mr. Jack Hesla or this office.

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer

By

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jly

cc: F. B. Klaboe
V. E. Skoog w/check
L. H. Young
H. S. Coulter
R. T. Heinz
Jack Hesla
V. L. Gallagher

RECEIVED STATE HWY ENGR	
DEC 11 '72	
REFER TO	
FOR	
Info	CC
WES	CC
CC	CC
CC	CC
CC	CC
CC	CC
CC	CC



RECEIVED
DEC 11 1972

FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

4738
FILED
DEC - 7 1972
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD

10-11-72

HIGHWAY BUILDING •

SALEM, OREGON • 97310

December 6, 1972

7660
Robin S. Mayer
Attorneys at Law
Suite 800
610 S. W. Alder Street
Portland, Oregon 97205

Attention: Daniel J. Seifer

Gentlemen

This is to acknowledge receipt of your letter of December 1, 1972, with the attached Notice of Unpaid Claim from General Insurance Company of America, Inc., as assignee of Klineline Sand & Gravel Company, Inc., and Rock Products, Inc., for labor performed and materials and equipment furnished in the amount of \$63,338.74.

This appears to be in reference to the Gordon H. Ball, Inc., Contract No. 7660 for work on the S. E. Cassady Avenue-Gladstone Interchange Section of the East Portland Freeway in Clackamas County.

The Argonaut Insurance Company, 250 Middlefield Road, Menlo Park, California 94025 and the American Insurance Company, 921 S. W. Washington Street, Portland, Oregon 97205 furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been paid.

Very truly yours,

ORIGINAL SIGNED

C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:ks

cc The Argonaut Insurance Company
The American Insurance Company
Gordon H. Ball, Inc.

Hon Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter. ✓

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER

LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

AREA CODE 503
223-1107

December 1, 1972

Hon. Clay Myers
Secretary of State
State of Oregon
Salem, Oregon

Mr. Cecil W. Head, Secretary
Oregon State Highway Commission
Salem, Oregon

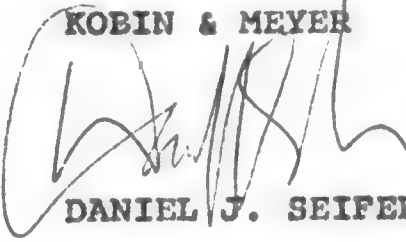
Re: OSHD Contract #7389
OSHD Contract #7660

Gentlemen:

Enclosed please find two Notices of Unpaid Claims
against the bonds on the above described contracts.

Very truly yours,

KOBIN & MEYER


DANIEL J. SEIFER

DJS mt

Enclosures

cc: Hon. Clay Myers
Mr. Cecil W. Head
Argonaut ~~Oregon Automobile~~ Insurance Company
American Insurance Company



NOTICE OF UNPAID CLAIM

To: Hon. Clay Myers
Secretary of State
State of Oregon
Salem, Oregon

and

Mr. Cecil W. Head, Secretary
Oregon State Highway Commission
Salem, Oregon

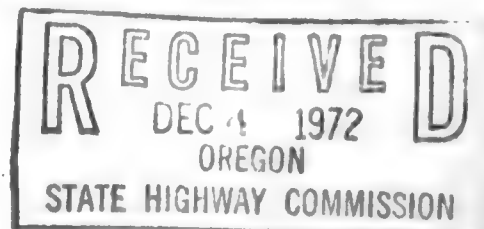
NOTICE IS HEREBY GIVEN that the undersigned, General Insurance Company of America, Inc., as assignee of Klineline Sand & Gravel Co., Inc. and Rock Products, Inc., has a claim for labor performed and materials and equipment furnished by Klineline Sand & Gravel Co., Inc. and Rock Products, Inc. and incorporated into the work, in the sum of \$63,338.74 against the bond taken from Gordon H. Ball, Inc., as principal, and Argonaut Insurance Company and The American Insurance Company, as co-sureties, for the work of Grading, Paving, Structures, Signing, Illumination and Signals of the S. E. Causey Avenue -- Gladstone Interchange section of the East Portland Freeway, in Clackamas County, being OSHD Contract No. 7660.

DATED, December 1, 1972.

GENERAL INSURANCE COMPANY OF AMERICA

By

Thomas W. Bennett



10/25/72
10/25/72

FOR FILING



GORDON H. BALL, INC.

A subsidiary of DILLINGHAM CORPORATION

15 S. Grady Way, Suite 110, Evergreen Building
Renton, Washington 98055 - 206 228-6180
Mailing Address: P. O. Box 897, Renton, Washington 98055

7660

November 29, 1972

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Roads, Incorporated
1601 N. E. Columbia Blvd.
Portland, Oregon 97211

Attention: Mr. J. M. Arenz

Subject: Contract 7660, Our Job 510
D-9 Cat w/scrapper

Gentlemen:

It has come to my attention that you have given notice to the State of Oregon for a claim for rental due for equipment supplied in the amount of \$12,000 against Gordon H. Ball, Inc.

It is requested that you take the trouble to inform the State of Oregon, Highway Division, that this claim is withdrawn.

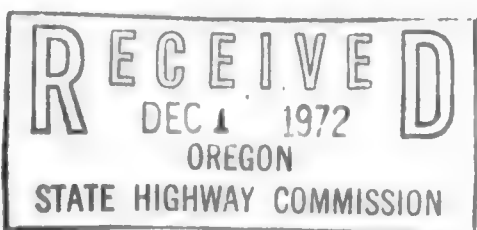
It is further requested that you remove any and all equipment belonging to you from property under our control within ten (10) days from receipt of this letter.

We do not have a rental agreement with you and do not owe you monies claimed.

I would appreciate hearing from you at the earliest as the presence of your equipment and the notice given to the State may cause us loss of considerable revenue for which we will look to you for reimbursement.

Very truly yours,

GORDON H. BALL, INC.



E. R. Ferguson
Vice President

ERF:mls
cc: Joe Farrell
C. W. Head, Secretary, OSHD

NOTED
C. W. HEAD



D) 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1

FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

Claim 4733
FILED
NOV 20 1972
CLAY MYERS
SECRETARY OF STATE

7660
HIGHWAY BUILDING

SALEM, OREGON • 97310

November 17, 1972

Roads, Inc.
1601 N. E. Columbia Blvd.
Portland, Oregon 97211

Attention: J. M. Arnes

RECEIVED
NOV 21 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

11-21-72 KS

Gentlemen:

This is to acknowledge receipt of your letter of November 15 advising us that Gordon H. Ball, Inc., owes you for equipment rental in the amount of \$12,000.

This appears to be in connection with the Gordon H. Ball, Inc., Contract No. 7660 for work on S. E. Gausey Avenue-Gladstone Interchange Section of the East Portland Freeway in Clackamas County.

The Argonaut Insurance Company and the American Insurance Company furnished the performance bond on this contract. We will notify them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,
ORIGINAL SIGNED

C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

CWH:fm

cc The Argonaut Ins. Co.
250 Middlefield Road
Menlo Park, California 94025

Gordon H. Ball, Inc.
P. O. Box 897
Renton, Wash. 98055

The American Ins. Co.
921 S. W. Washington St.
Portland, Oregon 97205

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

ROADS
INCORPORATED

ROAD CONSTRUCTION
GENERAL CONTRACTOR

1801 N. E. COLUMBIA BLVD.
PORTLAND, OREGON 97211
PHONE 289-5656

November 15, 1972

State of Oregon
Highway Division
Highway Building
Salem, Oregon 97310

Re: Contract No. 7660

Gentlemen:

Notice is hereby given that the undersigned Roads Inc. has a claim for rental due for equipment supplied in the amount of \$12,000 against Gordon H. Ball, Inc., a Nevada corporation, and its sureties, The Argonaut Insurance Company, a California corporation, and The American Insurance Company, a New Jersey corporation, on the contract with the Oregon State Highway Commission, contract No. 7660, for work on the S. E. Causey Avenue-Gladstone Interchange Section of the East Portland Freeway in Clackamas County.

Very truly yours,

ROADS, INC.

BY

J. M. ARENZ

JMA/be



RECEIVED
OCT 2 - 1972

FOR FILING
**OREGON STATE
HIGHWAY DIVISION**

7660
HIGHWAY BUILDING

SALEM, OREGON • 97310

G. L. Green, Acting Division Engineer

DATE October 2, 1972

TO

XXXXXXXXXXXXXXXXXXXXXXXXXXXX
R. E. Simpson, Division Engineer
Federal Highway Administration

FROM

ORIGINAL SIGNED BY
R. D. ASBURY
L. H. Young
Programing Engineer

Federal Aid Project
No. EMP-I-205-7(22)301

SUBJECT Request Change Order Approval

Contract 7660, Extra Work Order No. 12
Project SE Causey Ave.-Gladstone Interchange
Highway East Portland Freeway
County Clackamas

The order covers furnishing and installing 10-inch drain pipes which will be utilized as conduits for future irrigation installations.

Attached are copies of a letter from the Assistant Metropolitan Engineer.

This work was tentatively recommended by your office on September 14, 1972.

Your approval as of September 14, 1972 is requested.

Attach.

JK:dg



State of Oregon

Treasury Department
Salem 97310

ROBERT W. STRAUB
State Treasurer

Sept. 6, 1972

Gordon H. Ball Inc.
Post Office Box 897
Renton, Washington 98055

Gentlemen:

Per instructions from the Department of Transportation, State Highway Division, we are enclosing safekeeping receipt No. 492 dated September 6, 1972, in the amount of \$90,000.00, Time Certificate of Deposit First National Bank of Oregon, Portland, Oregon.

This Time Certificate of Deposit is in Lieu of retainage on State Highway Contract No. 7660.

Very truly yours,

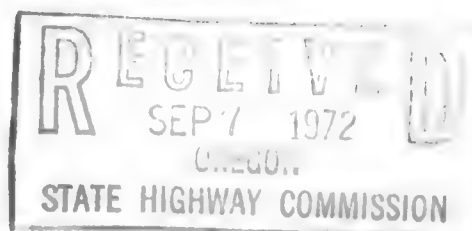
ROBERT W. STRAUB, State Treasurer

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: State Highway Div. (Cecil Head)
cc: First National Bank of Oregon
Portland, Oregon
ATTN: Ford Watkins



NOTED
C. W. HEAD

COPY

SEP 8 - 1972
FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1972

ch
Interstate
out of state

To: Mr. A. E. Johnson
Asst. State Highway Engineer
OFFICE

SUBJECT: Fremont Bridge Repair
Contract #7276
S. E. Foster-S. E. Causey
Contract #7748
S. E. Causey-Gladstone
Contract #7660

We would like Ed Rief to cover three projects on his next trip to California, August 31 and September 1.

Cyclone Fence in Oakland is producing 35,000 lin ft of chain link fence fabric for S.E. Foster-S.E. Causey, Contract #7748. They have requested that the material be inspected and tested before shipment to avoid the resampling and retesting problems which occurred on the S.E. Causey-Gladstone project. The first part of the shipment will be ready this week. Ed Rief can inspect and sample while he is in the vicinity in connection with the Fremont job.

Marwais Steel in Los Angeles (Fontana) is producing lighting standards for S.E. Causey-Gladstone, Contract #7660. This is the first job for Marwais using basic units manufactured in France with final fabrication in California and they asked, several weeks ago, that Ed Rief come down and inspect their first units of production when they were ready. I was informed yesterday that they will be ready Thursday.

The Fremont Bridge trip involves general inspection and a check on the status of the crack in the Lukens plate.

Estimated cost of the trip, to be charged to 626-1013-900, \$117.75; 603-1017-900, \$48.00; 603-1020-900, \$42.00:

Air fare to Ontario and San Francisco,	\$136.00
California and return	
Lodging, one night	15.00
Meals	14.75
Ground Transportation, Phone	42.00
	<u>\$207.75</u>

We request authorization for this trip.

cc: H. S. Coulter
R. D. Cunningham
R. T. Heinz
J. E. Holland
E. J. Rief

JOHN C. JENKINS
Engineer of Materials & Research

8-30-72
Approved
Ed Rief

8-1-72
J. C. Jenkins
Engineer of Materials & Research

RECEIVED
AUG 29 1972

FOR FILING

7660

August 25, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration
Federal-aid Project
No. I-205-7(22)301

FROM George M. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
R. D. ASBURY

L. H. Young
Programming Engineer

SUBJECT Request Change Order Approval

Contract 7660 State Force Order No. 7

Project S.E. Canby Ave.-Gladstone Interchange

Highway East Portland Freeway

County Clackamas

The order covers furnishing a nylon tower base "sandwich" insulation for use by the contractor while testing for possible conflicts between the proposed high mast illumination towers and radio station transmissions under Extra Work Order No. 4. It is in the public's interest for the State to furnish the insulator in order to expedite the work.

If the experimental testing is successful, this insulation will be incorporated into the project; if the tests are not successful, the insulator will have no salvage value.

This work conforms to the requirements of FPM 21-6.2 as required for Federal participation. The estimated total cost for work to be done under this order is \$1,000 with Federal participation of \$900. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on June 21, 1972.

Your approval as of June 21, 1972 is requested.

Attachments

JK:js

RECEIVED
AUG 29 1972

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7660

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 28, 1972

TO

Glen L. Green, Acting
~~Assistant~~ Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. I-205-7 (22) 301

FROM

George M. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
L. H. Young, ASBURY
Programming Engineer

SUBJECT

Request: Change Order Approval

Contract 7660 Extra Work Order No. 4, Supplemental No. 1

Project S.E. Causey Ave. - Gladstone Interchange

Highway East Portland Freeway

County Clackamas

The supplemental Order modifies the methods to be used for testing for possible conflicts between the proposed high mast illumination and radio station transmissions. The radio consulting engineer has recommended the use of an available tower pole to be borrowed from the adjacent project in lieu of the truck crane with a boom.

Attached are copies of a letter from the Assistant Metropolitan Engineer.

This modified work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on July 6, 1972.

Your approval as of July 6, 1972 is requested.

Attachments

JK:dgk

(D) 1000000000
(10) 1000000000

FOR



MARWAIS STEEL COMPANY

One Barrett Avenue . P.O. Box 1208 . Richmond, Calif. 94802
Telephone 524-7311 . Cable Address: Weismar

August 25, 1972

CERTIFIED MAIL NO. 375740, 375741, 375752

RETURN RECEIPT REQUESTED XXX

Re: Oregon State Contract 7660
Gladstone Interchange

Gordon Ball
P. O. Box 151
Oregon City, Oregon 97045

Gentlemen:

This is to advise you that on Aug. 15, 1972, we shipped Highway Light Tower ~~XXXXXX~~ material for installation on the above project to

General Service Electric of Bellevue, Washington, a sub-contractor for your firm on this project. This material was billed on our invoice no. 8-025, dated 8/15/72 in the amount of \$ 2,227.50.

This advice is a routine procedure followed by this Company and is not a reflection of the credit standing of your sub-contractor.

Very truly yours,

MARWAIS STEEL COMPANY

James E. Cameron
James E. Cameron
Credit Manager

JEC:cb

CC: General Service Electric
Sub-contractor
State of Oregon

NOTED 8-28-72
FLOYD QUERY

RECEIVED
SEP 6 - 1972

Function

7660

58
8-8-72

Salem, Oregon
August 14, 1972

Mr. C. T. Keasey
Construction Engineer

Clackamas Water District
agreements

Attention: Ted Litchfield

MISC. CONTRACTS and
AGREEMENTS No. 4551

Attached for further handling are two agreements (one each fully executed and one each conformed) with the Clackamas Water District covering relocation of water facilities which conflict with construction of S. E. Causey Avenue-Gladstone Interchange Section and the S. E. Foster Road-S. E. Causey Avenue Section on I-205.

It is my understanding that you will transmit the fully executed copies to the Water District and will retain the conformed copies for your files. We have retained a fully executed copy of each agreement for the Commission's files.

Floyd Query, Secretary

fm
Att.



RECEIVED
JUL 19 1972

FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

7660
HIGHWAY BUILDING

SALEM, OREGON • 97310

DATE July 19, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Clackamas Water District Agreement
SE Causey Ave.-Gladstone Intch. Sec., I-205

On the agenda for the August 8 meeting will be an agreement between the State and Clackamas Water District covering the relocation of water facilities which conflict with construction of the subject section of the East Portland Freeway in Clackamas County.

The work consists of installing approximately 650 feet of 10-inch water main, 1170 feet of 12-inch water main and related fittings and is to be accomplished by the State's contractor on an Extra Work basis at an estimated cost to the State of \$33,700. Upon completion of the installation and acceptance by the District, the District shall perform all structural and operational maintenance of the water facilities.

The State will provide the District with a pipe line permit for the operation of the District's facilities lying within highway right of way.

I recommend your approval and request authorization for the Secretary to sign the agreement for and on your behalf.

bc: Floyd Query
George M. Baldwin
F.B. Klaboe
A.E. Johnson
V.E. Skoog
C.T. Keasey
T.W. Litchfield
Gary Ross
Gary Sund
JMC:d1 cg

RECEIVED
JUL 13 1972

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7660

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 10, 1972

TO G. L. Green, Acting Division Engineer
~~Excluded from Public Access~~

Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. EMP-1-205-7(22)601

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT Request; Change Order Approval

Contract 7660 Extra Work Order No. 11

Project S. E. Causey Ave. -Gladstone Interchange

Highway East Portland Freeway

County Clackamas

The Order covers subexcavation of unstable areas encountered under the existing paved shoulder areas, and placing pit run rock backfill. Furnishing and hauling the backfill material is covered by a Price Agreement.

Attached are copies of letters from the Assistant Metropolitan Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on June 30, 1972.

Your approval as of June 30, 1972 is requested.

Attachments

JK:kds



UTILITY UNIT
**OREGON STATE
HIGHWAY DIVISION**

7660
HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

July 6, 1972

Mt. Scott Water District
13445 S. E. King Road
Portland, Oregon 97236

ATTENTION: Mr. Ed Rabstock

Gentlemen:

Re: Fire Hydrant Relocation
S.E. Causey Avenue-Gladstone
Interchange Section
East Portland Freeway
Clackamas County
Utility Project No. I-205-7(13)300

The estimate and sketch map for the adjustment of your facilities on this project, as submitted with Carter, Bringle and Associates' letter of June 14, 1972, have been approved by the State and the Federal Highway Administration. You are hereby authorized to proceed with the work as of July 6, 1972.

Please contact Mr. Roy T. Heinz, Resident Engineer, 9000 S. E. Fuller Road, Portland, Oregon 97266, telephone 777-4108, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to July 6, 1972, in the amount of \$190.40, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

cc: Carter, Bringle & Associates
319 S. W. Washington Street
Portland, Oregon 97204
Attn: Elden W. Carter

George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY

By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

cc: A. E. Johnson
Glen L. Green
V. L. Gallagher (2)
V. E. Skoog w/attachment
H. S. Coulter w/attachment (2)
Roy T. Heinz "
D. R. Adams "
Jack Hesla"

Note to H. S. Coulter: Please have a State Force Order prepared and submitted for this work. Prefix No. 626-1099. Return one copy of Est. and sketch with SFO.

Rec'd 7-7-72
AET



RECEIVED
JUL 5 1972

FOR
**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING

SALEM, OREGON • 97310

DATE July 5, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT

Extension of Time, Contract No. 7660
SE Causey Ave.-Gladstone Intch. Sec., I-205

An extension of 30 calendar workdays has been approved on the S. E. Causey Avenue-Gladstone Interchange Section of the East Portland Freeway, Contract No. 7660, in Clackamas County. Gordon H. Ball, Inc. is the contractor and this time extension was approved in conjunction with a recent price agreement which added significant work to the project.

It covers removal of unsuitable foundation material in the vicinity of Mt. Scott Creek where a large 180-inch multiplate pipe has to be installed and then covered by a large fill. The added work includes removal and disposal of an estimated 24,000 yards of unsuitable material and its replacement with a free-draining granular material that will provide a firm foundation for the large culvert and fill.

This justified additional contract time and the 30 days requested by the contractor for this has been approved with the concurrence of the Federal Highway Administration. The project is in an early stage with completion expected in the fall of 1974. The specified rate of time liquidated damages is \$300 per day.

This matter will be on the agenda for concurrence at the August 8 meeting.

cccc, Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
L. H. Young
V. E. Skoog
H. S. Coulter
V. L. Gallagher

Gary Ross
Gary Sund

JAB:fw ms

RECEIVED
JUL 5 - 1972

FOR FILING

7660

G. L. Green, Acting Division Engineer
XXXXXXXXXXXXXXXXXXXXXXXXXXXX

July 3, 1972

ORIGINAL SIGNED BY
R. D. ASBURY

L. H. Young
Programing Engineer

Request Change Order Approval
Federal-aid Project No.
I-205-7(22)301

Contract 7760, Extra Work Order No. 10
Project S.E. Causey Ave.-Gladstone Interchange
Highway East Portland Freeway
County Clackamas

The order covers spreading additional embankment foundation excavation from the toe trench along the "LS" line. The toe trench is being widened to insure the stability of the roadbed.

Attached are copies of a letter from the Assistant Metropolitan Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on June 6, 1972.

Your approval as of June 6, 1972 is requested.

Attach.

JK:dg



UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING

SALEM, OREGON

97310

Phone 378-6511

Mr. Glen L. Green
Acting Division Engineer
477 Cottage Street N. E.
Salem, Oregon 97301

June 23, 1972

Re: Fire Hydrant Relocation
Mt. Scott Water District
S.E. Causey Avenue-Gladstone
Interchange Section
East Portland Freeway
Clackamas County
Utility Project No. I-205-7(13)300

NOTED
A. E. JOHNSON

Dear Sir:

Attached are two copies of the following data pertaining to this project:

1. A lump sum estimate of cost to adjust Mt. Scott Water District's facilities, dated June 14, 1972.
2. A sketch showing their proposed relocation.
3. A relocation letter to the utility dated April 25, 1972.

The hydrant is located on county road right of way, therefore, the District is entitled to reimbursement for the relocation pursuant to the terms of ORS 366.321.

An appropriate permit for the utility's proposed relocation will not be issued as the relocated hydrant will occupy county road right of way.

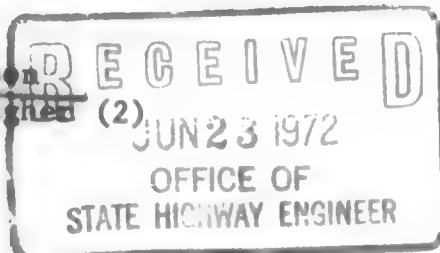
The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves only one hydrant.

There will be no betterment derived from the proposed adjustment of the District's facilities and has been provided for in the attached estimate.

Your approval of the lump sum agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested.

JMC:dl
Enclosures

cc: A. E. Johnson
V. L. Gallagher (2)



Very truly yours,

George M. Baldwin
Administrator of Highways

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
JUN 28 1972

FOR FILING

7660

June 21, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-205-7(22) 301

FROM George H. Baldwin
Administrator of Highways

ORIGINAL SIGNED BY
R. D. ASBURY

L. H. Young
Programming Engineer

SUBJECT Request; Change Order Approval

Contract 7660 Extra Work Order No. 9
Project S. E. Canney Ave.-Cladstone Interchange
Highway East Portland Freeway
County Clackamas

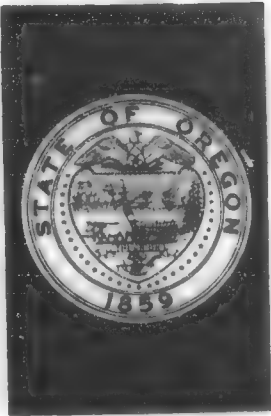
Under Section 104.04-2 of the contract special provisions, adjustment of the Clackamas Water District's 10-inch water main was included as an anticipated extra work to be performed by the contractor. This order covers the furnishing and installing of all materials necessary to relocate the 10-inch water main including the materials in the temporary bypass line at the Lake Road detour.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer June 2, 1972.

Your approval as of June 2, 1972 is requested.

Attachments

BMH:js



RECEIVED
JUN 13 1972

FOR FILING
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

7660
HIGHWAY BUILDING

SALEM, OREGON • 97310 Phone 378-6511

June 8, 1972

Clackamas Water District
P. O. Box 67
Clackamas, Oregon 97015

ATTENTION: Mr. Fred Whitfield

Re: Water Facility Adjustment
S.E. Causey Avenue-Gladstone
Interchange Section
East Portland Freeway
Clackamas County
Utility Project: I-205-7(13)300

Gentlemen:

Your estimate for the adjustment of two additional water meters in conflict with the subject project as submitted with your letter of May 23, 1972 has been approved by the State. This will confirm our verbal authorization to proceed with the additional work as of April 20, 1972.

Reimbursement for work performed on and subsequent to January 20, 1972 in the amount of \$4,503.24 will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of the three separately approved portions of this work and reference to the three letters of authorization should be clearly shown on the bill.

Very truly yours,

George M. Baldwin
Administrator of Highways

By *Julius Litchfield*
T. W. Litchfield
Railroad and Utility Engineer

NOTED
A. E. JOHNSON

JMC:dl

cc: A. E. Johnson
R. E. Simpson w/attachments
V. L. Gallagher " (2)
V. E. Skoog "
H. S. Coulter "
R. T. Heinz "
D. R. Adams "
Jack Hesla "



RECEIVED
MAY 20 1972

FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

7660

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 26, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURY
L. H. Young
Programing Engineer

SUBJECT Request; Change Order Approval

Federal-aid Project
No. I-205-7(22)301

Contract 7660, Extra Work Order No. 8

Project S.E. Caussy Ave.-Gladstone Interchange

Highway East Portland Freeway

County Clackamas

The Oregon State Highway Commission, at its meeting on Apr. 4, 1972, approved the installation of speed limit signs through the project area. This Order covers the cost of purchasing and installing five 55 MPH signs and furnishing five 45 MPH signs. As a part of the work under this Order, the contractor will cover the 55 MPH signs with the 45 MPH signs during working hours and remove them when work is not in progress. This work is necessary to protect the traveling public as well as the construction workers.

The work under this Order was tentatively approved by the Federal Highway Administration District Engineer, May 19, 1972.

Your approval as of May 19, 1972 is requested.

RMW:bb

Attachments

RECEIVED
MAY 20 1972

FOR FILING

7660

May 26, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Federal-aid Project
No. I-205-7(22)301

FROM George M. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
R. D. ASBURY

L. H. Young
Programming Engineer

SUBJECT Request; Change Order Approval

Contract 7660 Extra Work Order No. 7

Project S.E. Cassey-Gladstone Interchange

Highway East Portland Freeway

County Clackamas

To obtain information necessary to revise the order length of concrete piling at the Cascade Hwy. U'nine, the contractor will drive timber test piling. This order covers the cost to the contractor for performing all work related to this revision.

This work was tentatively recommended for approval by the Federal Highway Administration Division Bridge Engineer April 18, 1972.

Your approval as of April 18, 1972 is requested.

Attachments

BW:js

FOR FILING

Southern Pacific Transportation Company

251 Union Station • Portland, Oregon 97209

May 18, 1972

A. W. KILBORN
SUPERINTENDENT
E. T. BARNES
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO

GMO 77162
0-0-67-8

Mr. George M. Baldwin
Administrator of Highways
State Highway Department
Salem, Oregon 97310

Routing
____ Keasey _____ RECEIVED _____ Pease
____ Bond _____ MAY 22 1972 _____ Glenn
____ Walker _____ Litchfield
____ Johnsen _____ CONSTRUCTION SECTION _____ Berg

Attention: Mr. T. W. Litchfield
Railroad & Utility Engr.

Dear Sir:

Referring to State Contract No. 7660, Project I-205-7
(22)-301 with Gordon H. Ball, Inc. for the East Portland
Freeway construction at Clackamas.

In connection with Gordon H. Ball's operation with
specific reference to the service road for the approach
fills, Mr. Farrell has issued the attached instructions
dated May 9 to all foremen and employees.

We commend Gordon H. Ball, Inc. for issuing instruc-
tions of this type relative to the use of service road
when crossing railroad tracks. This is an indication of
the Contractor's efforts to cooperate with the State and
Railroad relative to the highway construction.

Yours truly,

A. W. Kilborn

NOTED
F. B. KLASCH

cc: Gordon H. Ball, Inc.
Box 151
Oregon City, Oregon 97045

Attention: Mr. Joseph L. Farrell
Project Manager

COPIES TO:

RE SIMPSON
FB KLASCH
DE JOHNSON
FL HALL
WJ HART
CT KEASEY
LW CULLEN
RT HEINZ
RH BURGOLZ





GORDON H. BALL, INC.

A subsidiary of DILLINGHAM CORPORATION

Box 151 • 3227 N.E. Pope Lane, Oregon City, Oregon 97045 • (503) 656-2687

May 9, 1972

TO ALL FOREMAN AND EMPLOYEES:

POLICY ON RAILROAD CROSSING

1. No vehicle shall cross the Southern Pacific Railroad without permission from the flagman in charge of the crossing.
2. When intending to cross the Railroad with a piece of equipment notify your immediate supervisor so that he can notify the Railroad inspector at least one hour in advance. This does not apply to pickups or trucks.
3. When working near the Railroad no vehicle or equipment shall be parked closer than fifteen (15) feet from the rail of the track.
4. While working near the Railroad, no employee shall loiter on or near the tracks. Do not walk down the tracks at any time.
5. No equipment with grousers shall cross the tracks without rubber tires having been laid down to protect the rails and the plank crossing.
6. Under no circumstances will any vehicle cross the tracks while the red signal lights are flashing.
7. Do not distract the Railroad flagman in any way.
8. All pickups shall be parked off the haul road.
9. Due to the extreme importance of the Railroad crossing to the success of Job 510 GLADSTONE II, any employee in violation of this policy will be terminated.

By 
Joseph L. Farrell
Project Manager

RECEIVED
FORM 6-30 (REV. 10-69)

Send files ✓

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 16, 1972

To: H. S. Coulter

L. W. Rullen

W. E. Schwartz

SUBJECT: Requests to Eliminate Transverse Steel
LaGrande-Ladd Canyon Section, Contract 7566
Ladd Canyon Section, Contract 7671
S.E. Causey Ave.-Gladstone Inter-
change Section, Contract 7660
Gladstone Int.-Oregon City Int., Contract 7389
N. Fk., Jacobsen Gulch-N. Ontario
Interchange Section, Contract 7605

FROM

C. T. Keasey
C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

Proposals have been received from the contractors on each of the subject projects to eliminate the transverse reinforcing steel in the continuously reinforced RCC pavement, each with a quoted reduction in bid price of \$0.20 per square yard.

We have done a considerable amount of research of various reports, practices in other states, etc., and the results are not conclusive. After extensive discussion in this office and in Administration, it has been decided not to change the requirement for transverse steel in these projects.

You should therefore advise your contractors to proceed according to the plans and specifications.

Another factor in arriving at the above decision was that the quoted price reduction on these projects (\$0.20 per square yard in each case) is not considered to be equitable. The reduction in the quantity of steel and the labor cost should reflect a greater saving to the State, probably in the neighborhood of \$0.30 to \$0.50 per square yard.

In all the material researched, there are four main purposes served by the transverse steel reinforcement. They are as follows:

1. To maintain the specified spacing of longitudinal steel.
2. To serve as tie bars across the longitudinal joints in lieu of conventional tie bars.
3. To hold chance longitudinal cracks tightly closed for improved load transfer.
4. To aid in supporting the longitudinal steel at the specified location above the base.

H. S. Coulter
L. W. Rulien
W. E. Schwartz
May 16, 1972
Page 2

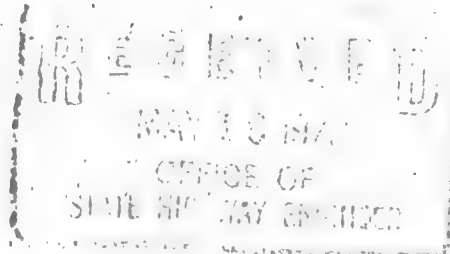
The development of machinery to place the longitudinal steel in the fresh concrete within the specified tolerances, both lateral and vertical, eliminates Nos. 1 and 4 above. Since we have previously eliminated the use of tie bars across the longitudinal joints, No. 2 does not apply. This leaves only No. 3, and we have not been able to conclude the true value of the transverse steel, either in preventing longitudinal cracking or in holding the cracks tightly together once they do occur. Opinions differ around the country with some states definitely requiring the use of transverse steel and others permitting or specifying elimination of it.

I personally feel that the minor longitudinal cracking we have experienced has been caused by either (1) a faulty base or subgrade; (2) poor quality concrete; or (3) failure of a longitudinal joint to open as designed, and that the reinforcing effect of the transverse steel is so slight, because of the size and spacing of the bars, as to be negligible. This opinion is shared also by our Design Section.

Administration has agreed to approve a future project permitting or specifying the elimination of the transverse steel, and we are considering the Ladd Canyon-North Powder Section of I-80N in Eastern Oregon for this purpose. If this procedure is successful, it should result in a considerable dollar savings to the Highway Division on other future projects.

CTK:fw

cc: A. E. Johnson
Frank Hall
J. B. Boyd
J. H. Versteeg
J. F. Rutnam



RECEIVED
APR 21 1972

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE FILED April 13, 1972

TO Memorandum to the File

7660
FROM

ORIGINAL SIGNED

R.W. ELLISON

R. W. Ellison

Bridge Administration Engineer

SUBJECT S. E. Causey Ave.-Gladstone Intch. Section
E. Portland Freeway
Contract 7660
Construction Illumination

A meeting was held on April 12, 1972, at 2 pm in the State Highway Bridge Engineer's office, Salem Highway Building, relative to construction lighting on the subject project. The meeting was set up as a result of a telephone call from Mr. Bob Ferguson of Gordon H. Ball, Inc. requesting same. The following people attended:

Mr. Bob Ferguson	Gordon H. Ball, Inc.
Mr. Joe Farrell	Gordon H. Ball, Inc.
Mr. Don Gerard	General Services Electric
Oregon State Highway Personnel -	
Mr. A. E. Johnson	Assistant State Highway Engineer
Mr. Walter J. Hart	Bridge Engineer
Mr. A. A. Rear	Bridge Operations Engineer
Mr. R. W. Ellison	Bridge Administration Engineer
Mr. D. O. Christensen	Supervising Design Engineer - Bridge
Mr. Edward L. Hardt	Assistant Metropolitan Engineer
Mr. Dorland Swan	Assistant Metropolitan Engineer
Mr. Roy Heinz	Resident Engineer
Mr. Arvey Nelson	Resident Bridge Engineer
Mr. C. T. Christianson	Area Engineer - Federal Highway Adm.

Mr. Bob Ferguson of Gordon H. Ball, Inc., opened the meeting with a presentation of the events to date.

The contractor desires to proceed with the job in the most expeditious manner and is ready to proceed. It was their intention, at the time of bidding, that the subject project would be worked in conjunction with the project to the south, which is also under contract to Gordon H. Ball, Inc. They intended to work the jobs together and prosecute both with "vigor" taking maximum advantage of the weather.

They had intended to pave from Oregon City through to Lake Road once the paving machine started. The procedure for handling traffic would

NOTED
A. E. JOHNSON

Memorandum to the File
Page 2
April 13, 1972

be approximately as indicated in the stage construction plans for the projects. In this manner the contractor expected to have the paving for the first stage completed by August and begin the second stage overlay in early August. Their intention was to have traffic on concrete paving this season.

The contractor believes that the specification requiring installation of the permanent lighting prior to beginning of stage construction will not allow prosecution of the two adjacent projects in the planned manner. They further believe that the specification presents an impossible situation. The spec requires lighting to be installed before commencement of stage construction and part of the grading included in the first stage must be done before pole bases and illumination poles can be installed.

As an alternate to this situation the contractor previously proposed temporary illumination and a system of luminaires on each side of the road was developed. The temporary lighting would allow construction to proceed this season. Because of the time required for delivery of poles, use of the permanent lighting as specified would delay beginning of construction on the Lake Road-Gladstone portion of the project approximately one year.

Due to the impossible position presented by the specifications and in light of the benefits to traffic presented by the completion of paving on the Lake Road-Gladstone Section concurrently with completion of the adjacent project to the south, the contractor proposes that he split the cost of a temporary lighting system with the State and immediately get on with the work.

A discussion involving various persons in attendance resulted in the general conclusion that there is an advantage to the traveling public if the paving work on the Lake Road-Gladstone Section is sufficiently completed to allow its use by vehicular traffic at the time the Oregon City-Gladstone project is completed. This will eliminate the traffic problems which would be created if the increased traffic volume resulting from the opening of the Oregon City-Gladstone project were put on the Lake Road-Gladstone portion while paving operations are in progress. It would also decrease the hazards to the motoring public and provide a much safer thoroughfare for the motorist. Presently the I-205 freeway ends with a hazardous curve which connects with the Pacific Highway at Oregon City. Early completion of the Lake Road-Gladstone portion will eliminate this hazardous condition and replace it with a smooth flowing, straight connection with 82nd Street which is four lanes.

Memorandum to the File

Page 3

April 13, 1972

Working the two projects together will, weather permitting, eliminate the detour necessary where the two projects connect. This would result in a savings to the State of approximately \$10,000 by elimination of installation and removal of the detour.

Elimination of some of the wood pole lighting in the area of Lake Road Interchange may also be possible. Tests regarding the effect of steel poles on the radiation power of the local radio stations will be accelerated and the results may allow installation of the permanent steel pole lighting prior to completion of the interchange. This could result in additional savings.

Early completion of the paving on the Lake Road-Gladstone portion will also result in savings to the State in engineering costs.

Bob Ferguson stated that temporary centerline illumination will be less costly than the roadside illumination previously discussed and Don Gerard, his lighting subcontractor, said their proposal for centerline lighting is roughly as follows: Poles at 300 ft. center-to-center, 1000-watt luminaire units, 50 ft. mounting height with 15 ft. arms each direction and overhead wiring at approximately 25 to 30 ft. height.

This system would be checked for radio interference and, if necessary, the wiring would be put underground to eliminate interference.

After a short discussion, Al Johnson said the State is in accord with the concept discussed and will participate in the temporary centerline illumination on a 50-50 basis providing the costs can be justified.

Mr. Christianson of the Federal Highway Administration stated that in light of the benefits to the traveling public and the possible savings in detour elimination (this item is contingent upon the weather), the Federal Highway Administration will approve and participate in the temporary lighting on a 50-50 basis contingent upon proper cost justification.

State personnel and contractor's personnel are to work together and produce an illumination design which will be satisfactory to the State.

Memorandum to the File
Page 4
April 13, 1972

A recapitulation was presented as follows:

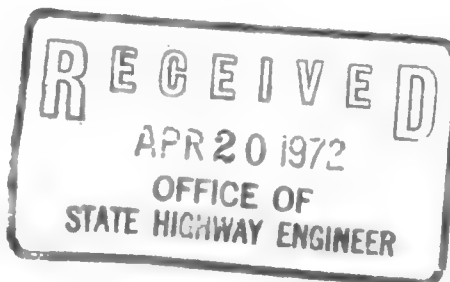
It was agreed: The State will participate in a temporary centerline illumination on a 50-50 basis with the contractor providing the costs can be justified. This lighting will extend from the southern end of the subject project through Lake Road Interchange. All wood pole lighting at Lake Road Interchange, except that necessary for traffic during construction, will be delayed as long as possible in anticipation that necessary tests regarding radio signal strength can be completed in time to allow installation of the permanent steel pole lighting prior to opening the interchange to traffic.

Benefits to the State and traveling public: Elimination of a temporary connection with the adjacent project to the south may result in a savings of \$10,000 if the weather permits proper prosecution of the project. Early completion of the paving on the Lake Road-Gladstone portion will allow heavy traffic volumes resulting from the opening of the Oregon City-Gladstone Section to travel on completed paving on this portion instead of through a construction zone where paving work is in progress. This results in a smooth flow of traffic, less inconvenience to the traveling public and greater safety for vehicular traffic. Elimination of the present hazardous termination of I-205 and replacement with a smooth flowing, straight connection with 82nd Street is an additional benefit.

Bob Ferguson stated that, weather permitting, this agreement on temporary lighting will allow completion of the Lake Road-Gladstone portion of this project about one year earlier than specified by allowing immediate prosecution of the work in conjunction with the adjacent project.

RWE:ag:dh

cc A. E. Johnson
E. L. Hardt
C. T. Christianson, FHWA
Roy Heinz
Robert Ferguson - Gordon H. Ball, Inc





RECEIVED
APR 10 1972

UTILITY UNIT
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING
7660

Clackamas Water District
P. O. Box 67
Clackamas, Oregon 97015

ATTENTION: Mr. Fred Whitfield

Gentlemen:

Your revised lump sum estimate for the adjustment of your facilities on this project, as submitted with your letter of March 21, 1972, have been approved by the State. This will confirm our verbal authorization to proceed with the additional work as of March 21, 1972.

Reimbursement for the work performed on and subsequent to January 20, 1972, in the amount of \$4,340.19, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

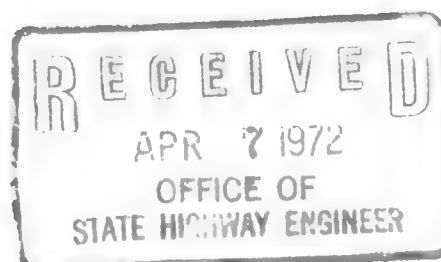
George M. Baldwin
Administrator of Highways

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

cc: A. E. Johnson
R. E. Simpson
V. L. Gallagher w/attach (2)
V. E. Skoog
H. S. Coulter
Roy T. Heinz
D. R. Adams
Jack Hesla



NOTED
A. E. JOHNSON

SALEM, OREGON • 97310 Phone 378-6511

April 7, 1972

Re: Water Facilities Adjustment
S.E. Causey Avenue-Gladstone
Interchange Section
East Portland Freeway
Clackamas County
Utility Project No. I-205-7(13)300



RECEIVED
MAY 8 - 1972

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 28, 1972

TO Oregon State Highway Commission

FROM

Tom Edwards
State Highway Engineer

SUBJECT

Temporary Speed Zone
Caney Road-Gladstone Section, I-205, Contract No. 7660

On March 12, 1964, Speed Zone Resolution No. 446 was enacted establishing certain speed zones on the Cascade Highway between Portland and Oregon City. Subsequently, a portion of the Cascade Highway was designated as the East Portland Freeway.

Construction activities on the Caney Road-Gladstone Section of the East Portland Freeway necessitate a designated speed of less than the existing 70 miles per hour during certain periods. It is recommended that Speed Zone Resolution No. 446 be temporarily amended to provide a 45 MPH designated speed on that section between 400 feet south of Strawberry Lane (M.P. 12.06) and the Cascade Highway (M. P. 13.42). This speed is to be in effect only in those sections where construction activities warrant and signs are installed. Also, the speed zone is to be in effect only during the life of the construction contract.

This matter will be on the agenda for the April 4 meeting.

bc: Floyd Query ✓
George M. Baldwin
F. B. Klaboe
R. L. Schroeder
L. E. George
L. W. Rulien
F. D. Morgan
H. S. Coulter
Gary Ross
Gary Sund

VPJ:sv cg

NOTED
FLOYD QUERY

446
rescinded
by #496
dated
Nov 4, 1965.
Called
Val +
he said
OK to
change
letter
for

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

March 20, 1972

APPROVED 3/21/72
[Signature]
TRAFFIC ENGR

To: L. E. George
Traffic Engineer
State Highway Building
Salem

SUBJECT: Causey Road-Gladstone Section
I-205 Freeway
Contract No. 7660
Temporary Speed Zone on Cascade Highway

Attached you will find two copies of a passenger vehicle speed check taken on the Cascade Highway (82nd Avenue) a half mile south of the Lake Road Interchange. This area is part of the subject contract to be widened to six lanes. This data indicates that the 85 percentile speed northbound is 64 MPH and southbound 60 MPH.

The plans for the project call for the work on the existing highway to be done in stages in order to accomodate traffic. This means that traffic will be operating adjacent to the Contractor's operation. For this reason we feel that the traffic must be slowed down in order to conduct a safe operation. We would like to get traffic slowed to 50 MPH and feel that it is necessary to have a regulatory 45 MPH zone established in order to end up with an effective, enforced, 50 MPH zone. ✓

It is requested that you take the necessary steps to establish a legal 45 MPH zone from the Lake Road Interchange to the point where the subject project joins Region I's project. Said zone to be effective only during construction periods.

H. S. Coulter
Metropolitan Engineer

By:

[Signature]

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

Encs

cc: F. D. Morgan
Roy Heinz

NOTED
TRAFFIC CONTROL
ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO. ORE 123

DATE March 9, 1972

HIGHWAY NO. 68

TIME 11:30 A.M. TO 12:30 P.M.

MILE POST 10.50

WEATHER CONDITION Clear

GENERAL LOCATION 1/2 mile south of ..

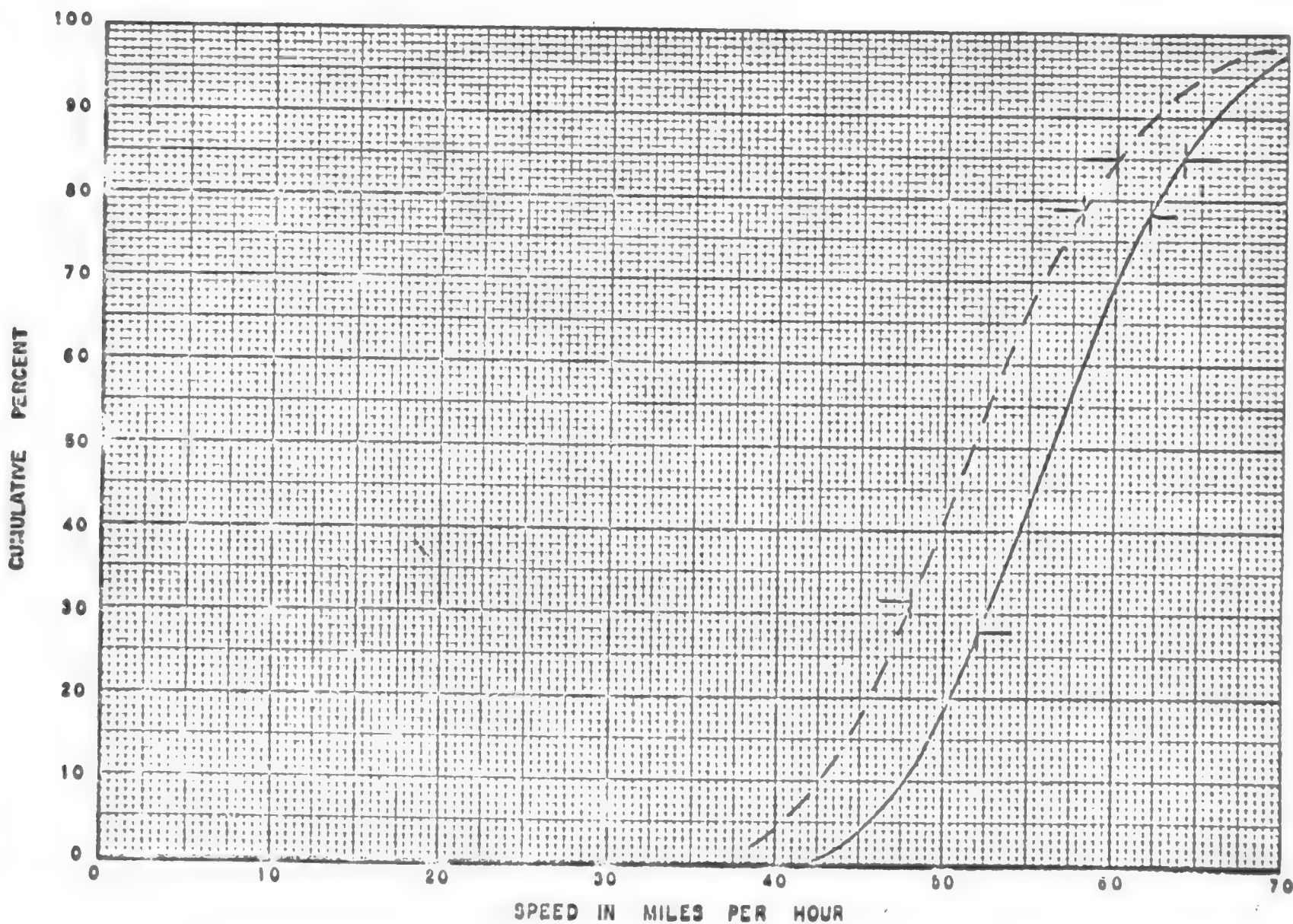
NUMBER IN SAMPLE 252

..... Lake Road Interchange

..... North BOUND

.....

..... South BOUND



ITEM	North BOUND	South BOUND
85% SPEED	64.0	60.0
PAGE LIMITS	52-62	48-58
% IN PAGE	50	47
MAX. SPEED	75	73

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO. ORE 123

DATE March 9, 1972

HIGHWAY NO. 68

TIME 11:30 A M TO 12:30 P M

MILE POST 10.50

WEATHER CONDITION Clear

GENERAL LOCATION 1/2 mile south of

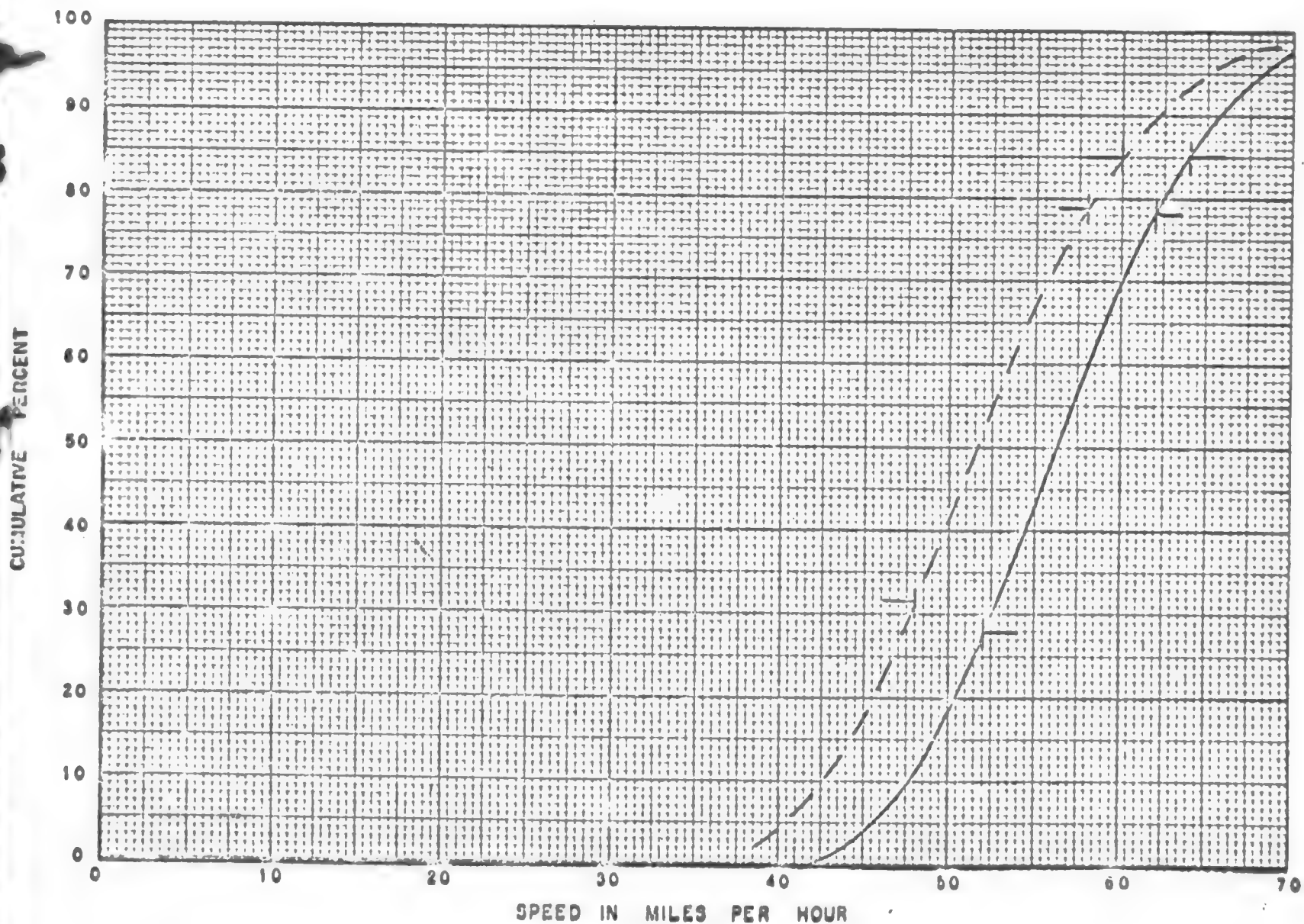
NUMBER IN SAMPLE 252

..... Lake Road Interchange

..... North BOUND

.....

..... South BOUND



ITEM	North BOUND	South BOUND
85% SPEED	64.0	60.0
PAGE LIMITS	52-62	48-58
% IN PAGE	50	47
MAX. SPEED	75	73

RESOLUTION

COPY *Agenda*
From Floyd Query, Secretary

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

WHEREAS, the State Highway Commission has followed the procedures required in ORS Chapter 183 for the adoption, amendment or repeal of any state highway speed.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: East Portland Freeway (Clackamas County)

Highway number 160 Route number _____

M.P. 12.06 (Between 400 feet south of Strawberry Lane and
M.P. 13.42 the Cascade Highway) 45 MPH

This speed zone temporarily amends Speed Zone Resolution No. 496 dated Nov. 4, 1965. Said speed zone to be in effect only in those sections where construction activities warrant and signs are installed during life of construction contract.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 604 be entered in the minutes and records of the Commission as of the 4th day of April, 1972.

RECEIVED
MARCH 28 1972

FOR FILING

7660
A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

Southern Pacific Transportation Company

251 Union Station • Portland, Oregon 97209

March 28, 1972

IN REPLY PLEASE REFER TO

GMO 77162
0-0-67-8

NOTED
A. E. JOHNSON

Mr. George M. Baldwin
Administrator of Highways
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Routing _____
Kearney _____ RECEIVED _____
Bond _____ MAR 30 1972 _____
Walker _____ Litchfield _____
Johnson _____ CONSTRUCTION SECTION _____
Berg _____

Dear Sir:

Referring to previous correspondence relative to proposed East Portland Freeway S.E. Causey Avenue-Gladstone Interchange Section, State Highway Contract No. 7660, Project No. I-205-7(22)301.

As a resume on this project, wish to state that the agreement and easement with the State has been fully executed, PUC order authorizing structure has been received, agreement with Gordon H. Ball covering the private haul road which is to be protected by an automatic flashing light signal as well as contractor's own flagmen has been fully executed, and the planking for the crossing has been installed. We are in the process of installing the flashing light signal which should be in service this week. Insurance furnished by Gordon H. Ball on this project has been approved by our Contract Attorney.

The sub-contractor Jim Gonzales is to install the two 30" pipes beneath our main line. The special contractor's agreement has been executed by Mr. Gonzales and it appears that this work will commence the week of April 3.

It is our plan to have an Engineer Inspector on the job starting April 3 to coordinate all work involved in the State contract. Work covered by the haul road agreement will be recollectible from Gordon H. Ball and charges will be kept separate from work covered by State agreement.

Yours truly,

cc: Mr. Joseph L. Farrell
Project Manager
Gordon H. Ball, Inc.
P. O. Box 151
Oregon City, Oregon 97045

Mr. Roy T. Heinz
5821 N.E. Glisan
Portland, Oregon 97213

Al Kilborn
COPIES TO: A. E. JOHNSON
WJ HART
FD MORGAN
LH YOUNG
PL HALL
VE SKOOG
LW RICHMAN
RH RUMOLD
RECEIVED
MAR 30 1972
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE

3-31-72

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S.F. Causey Ave.-Gladstone Interchange

Date 4-10-72

Highway East Portland Freeway

Contract No. 7660

County Clackamas

Prefix 603-1017

Contractor Gordon H. Ball, Inc.

F. A. Project No. EMP I-205-7(22)301

Address P. O. Box 151, Oregon City, Oregon 97045

Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Slide Correction

Location by station numbers:

Entire Project

Estimate of quantities and cost:

Slide Correction \$10,000.00

NOTED

A. E. JOHNSON

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
 provided for in original authorization.

This work

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization \$40,794,239.60

Present estimate of project cost, including

\$10,000.00 for work under this order \$10,365,972.26

Expected under-run amount \$428,267.39

Expected under-run per cent 4.0

Space to right of this line is for use of Salem Office

Submitted by:

Roy T. Heiney
Resident Engineer

Approval Recommended:

A. E. Johnson
Construction Engineer or
Deputy Engineer

Approval Recommended:

A. E. Johnson
Assistant Division Engineer

Approved:

A. E. Johnson
Assistant State Highway Engineer or
Deputy Engineer

STATE COPY G-10
OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 3-21-72

not upon modification of pro-
gram if additional funds are

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S.E. Causey Ave.-Gladstone Interchange

Date

3-23

4-10-72

1972

Highway East Portland Freeway

Contract No.

7660

County Clackamas

Prefix

603-1017

Contractor Gordon H. Ball, Inc.

F. A. Project No.

EMP I-205-7(22)301

Address P. O. Box 151, Oregon City, Oregon 97045

Order No.

5

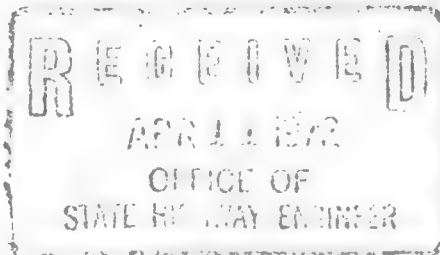
The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Foundation Stabilization.

Location by station numbers:

545 - 565



2 Copies
4-13-72

Estimate of quantities and cost:

Equipment	6,000.00
Labor	4,000.00
	<u>10,000.00</u>

NOTED
A. E. JOHNSON

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") \$50,000 for this type work was provided for in original contract authorization. Work anticipated in the near future will occur between stations 550 and 560 as set forth in the special provisions.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization \$10,794,239.60

Present estimate of project cost, including

\$10,000 for work under this order \$10,365,972.20

Expected under-run amount \$428,267.34

Expected under-run per cent 4.0

Space to right of this line
is for use of Salem Office

Submitted by:

Roy T. Henry
Resident Engineer

Approval Recommended:

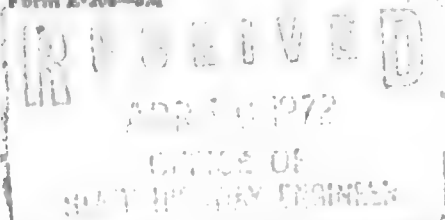
Philip B. [Signature]
Construction Engineer or
Bridge Engineer

Approval Recommended:

[Signature]
Division Engineer

Approved:

[Signature]
Deputy State Highway Engineer,
Assistant State Highway Engineer or
Office Engineer.



STATE COPY G-1P
OREGON STATE HIGHWAY DEPARTMENT

EFFECTIVE DATE 5-8-72

Agreement upon modification of pro-
posed if additional funds are
available

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S. E. Causey - Gladstone Interchange Date March 15, 1972
Highway East Portland Freeway Contract No. 7660
County Clackamas Prefix 603-1017
Contractor Gordon H. Ball, Inc. F. A. Project No. J-205-7(22)301
Address P.O. Box 151, Oregon City, Oregon 97045 Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Obtain preliminary information related to potential conflict with
proposed 120' tower Illumination & Radio Station Transmission.
Specifically provide Truck Crane w/120' boom which will be positioned
at tower locations in simulation of the tower illumination installation.

Location by station numbers:

Sunnyside Road Interchange Sta. L 670 +
Lake Road Interchange Sta. L 725 +
Clackamas Interchange Sta. L 530 +

Estimate of quantities and cost:

40 hours Crane rental at 75.00/hr. = \$3000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The investigation of possible Radio Signal interference with the installation
of the plan high mast illumination provided in construction authorization
as an anticipated extra work item.

INSTRUCTIONS: A single order should not
cover more than one class of work or more
than one extra work job.

Submit five copies of the order to Salem.
After approval of the order by the assistant
state highway engineer, the Salem office will
send one copy to the contractor, one to the
division engineer and one to the resident
engineer.

Project authorization	\$10,794,239.60
Present estimate of project cost, including \$3000.00 for work under this order	10,368,972.26
Expected under-run over-run amount	\$433,877.91
Expected under-run over-run per cent	4.0

Space to right of this line
is for use of Salem Office

Submitted by: Arvey D. Nelson
Resident Engineer

Approval Recommended:

Approval Recommended: Assistant Division Engineer

Approved:

Construction Engineer or
Bridge Engineer
Deputy State Highway Engineer or
Assistant State Highway Engineer

1-20-72

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-205-7(22)301

STATE PROJECT NO.
SE CAUSEY AVE-GLADSTONE INTCH.

COUNTY NAME
CLACKAMAS

PROGRAM NO.
ITEM NO.
1-657

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

TO:
I-205-7(22)301
7660
MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
NOVEMBER 24, 1971

FEDERAL ROUTE NUMBER
INTERSTATE ROUTE 205

STATE ROUTE NUMBER
EAST PORTLAND FREEWAY ROUTE 64

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
THE AGREEMENT BETWEEN SOUTHERN PACIFIC RAILROAD AND THE OREGON STATE HIGHWAY COMMISSION WAS ACCEPTED BY THE COMMISSION NOVEMBER 24, 1971 AND IS APPROVED EFFECTIVE THAT DATE. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK COVERED BY THIS AGREEMENT EFFECTIVE NOVEMBER 24, 1971.
YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) RAILROAD ADJUSTMENT WORK.

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
THE PROPOSED AGREEMENT WITH THE SOUTHERN PACIFIC RAILROAD WAS APPROVED AS TO FORM WITH OUR NOVEMBER 10, 1971 MEMORANDUM.
A SIGNED COPY OF THE FORMAL AGREEMENT DATED DECEMBER 17, 1971 IS RETURNED HEREWITH.

1-24-72
REFERRED TO
Young
BY DEPUTY STATE HIGHWAY ENGINEER

DATE
1-20-72

SIGNATURE OF APPROVING OFFICIAL
H. H. Greene

TITLE
FOR: DIVISION ENGINEER



UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

1-205-7(13)300
HIGHWAY BUILDING
7660

~~Clackamas Water District~~
P. O. Box 67
~~Clackamas, Oregon 97015~~

ATTENTION: Mr. Fred Whitfield

Gentlemen:

SALEM, OREGON Phone 378-6511 97310

January 20, 1972

Re: Water Facilities Adjustment
S.E. Causey Avenue-Gladstone
Interchange Section
East Portland Freeway
Clackamas County
Project No. 1-205-7(13)300

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of December 21, 1971, have been approved by the State and the Federal Highway Administration. You are hereby authorized to proceed with the work as of January 20, 1972.

Please contact Mr. Roy T. Heinz, Resident Engineer, 9000 S.E. Fuller Road, Portland, Oregon 97266, telephone 777-4108, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to January 20, 1972, in the amount of \$4,010.57, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

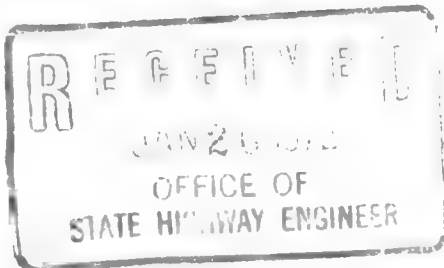
George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

cc: A. E. Johnson
R. E. Simpson
V. L. Gallagher w/attach (2)
V. E. Skoog "
H. S. Coulter w/attach (2)
Roy T. Heinz "
D. R. Adams "
Jack Hesla "



NOTED
A. E. JOHNSON

RECEIVED
FEB 14 1972

1-18-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FORM PR-33D
(REV. 3-68)

OSHD (Johnson)

INITIAL INSPECTION REPORT

(Check appropriate box) ☐ Contact		☐ Project Stage	☒ Statewide Inspection-in-Depth
Region No. 10	Report No. 7660	County Clackamas	Division Oregon
Date of Inspection 1-18-72	Inspection Made By C. T. Christianson, Area Engr		Project No. I-205-7(22)301

In Company With
D. E. Swan, Metro Constr Engr and Bud Heinz, Res Engr

Location
The project is located on primarily new location approximately 3 miles east of Milwaukie and 3 miles north of Oregon City in Clackamas County. REFERRED TO

Contractor Name and Address
Gordon H. Ball, Inc., Kent, Washington

BY *Johnson*
DUTY STATE HIGHWAY ENGINEER

Award Date 11-4-71	Contract Amount \$9,421,581.47	Time Allowed 730 Cal Wk Days	Time Started 11-19-71	Work Started 1-10-72
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 2%	Work Completed 0%	
(Total roadbed width including median varies from 140' to 230')				
STRUCTURES OVER 20-FOOT SPAN				

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING			TYPE	TYPE CODE NO.	NET LENGTH (Miles)
			THICKNESS		WIDTH (Feet)			
			EDGE (Inches)	CENTER (Inches)				
Base, Main	7224	3.74	17	17	2 @ 56	Prestressed Girder	X781	.046
Base 6-12' Ins						"	X381	.072
ASPC Pavement						Post-tension Box	X781	.085
Base, Throat						"	X781	.080
ASPC' pad						"	X781	.062

REMARKS: (Report details of statewide inspection-in-depth on form PR-33D)

S. E. CAUSEY AVE - GLADSTONE INT. SECTION
EAST PORTLAND FREEWAY
Grading, Paving, Structures, Signing, Illumination & Signals
Contract 7600

This project provides for construction of another link in the progression of the East Portland Freeway (I-205) and extends current construction 3 3/4 miles northerly. The project consists of 6 lanes of continuously reinforced concrete pavement and includes three interchanges with local important roadways.

At the time of this inspection the contractor had a small crew involved in removing fence from the right of way in the vicinity of Clackamas and Lake Road interchanges as a preparatory operation before clearing operations get under way. To date this is the only work being performed under this contract.

The contractor is currently working from the field office at Gladstone where all of the necessary posters, wage rates, etc., are posted. It is anticipated that a project field office for this job will be established in the spring at some point on the project and all posters and necessary paper will be transported to that office and posted at that time.

(more)

NOTED
A. E. JOHNSON

I-205-7(22)301 1-18-72

2

Pre-Construction
A ~~brief instruction~~ conference on this project was held at the Metropolitan office on November 22, 1971 at which time considerable discussion was devoted to utility conflicts and coordination. Construction operations were also discussed at that time as well as EEO and labor compliance provisions of the contract. This contractor has performed work on Federal-aid projects in the past and is familiar with all the requirements and documentation connected therewith.

JAN 1 1972

REGIONAL OFFICE



RECEIVED
JAN 31 1972

FOR FILING

I-205-7(22) 201
7660

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 14, 1972

RAILROAD COMPANIES
FILE No. 717

To: Mr. Floyd Query
Secretary
State Highway Commission
BUILDING

SUBJECT: R/W No. 45722
PUX 798 SXF 561
Construction Agreement and Indenture
Southern Pacific Transportation Company
S.E. Causey Avenue-Gladstone Interchange
Section
East Portland Freeway
Clackamas County

RAILROAD COMPANIES
FILE No. _____

Attached you will find one copy of the subject agreement.

The State's original fully executed counterpart has been handed to Velda DeGuire in the Right of Way Section for processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

TWL:dl

cc: F. B. Klaboe
A. E. Johnson
I. D. Merchant w/copy
W. J. Hart "
V. E. Skoog "
R. N. Chase " (4)
J. R. Oakes
Attn: Velda DeGuire w/copy
J. L. Sollis "
H. S. Coulter "
R. T. Heinz "
Jack Hesla "

T. W. Litchfield
T. W. Litchfield
Railroad and Utility Engineer

Note to R. T. Heinz: Please forward this to District Engineer when project is completed.

Hau

1-17-72
noted in
agreement
book

NOTED
FLOYD QUERY

RECEIVED
JAN 11 1972

FOR 6-10-11 INC.

7660

OREGON STATE HIGHWAY DIVISION RECEIVED
INTER-DEPARTMENT CORRESPONDENCE

Portland 97202
January 4, 1972

1/5/72

To: Mr. L. E. George
Traffic Engineer
State Highway Building
S A L E N

SUBJECT: Signing to Johnson City
from State Highway System

Attached is a copy of a request from the mayor of Johnson City for signing from various highways in the Milwaukie-Oregon City area. We have reviewed the mayor's request and have coordinated our review with Clackamas County.

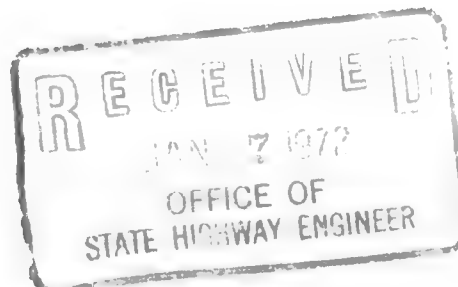
Johnson City lies just westerly of the Cascade Highway (I-205) between Milwaukie and Gladstone. It primarily consists of a trailer park; however, it is incorporated. The closest and most direct access to this city from any of our highways would be at the Clackamas Interchange. It is suggested that we provide Johnson City signing from this interchange. However, since this section is currently under contract it would appear that the signing could be done as part and parcel of the final signing on this section of highway.

Would you please review and advise if this is in order so that I may respond to the mayor.



L. W. Rulien
Regional Engineer

LMR/cr
Attachment
cc R.L. Schroeder
H.S. Coulter
D.R. Adams



NOTED
R. L. SCHROEDER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

.....Portland, Oregon.....97202.....
.....December 30, 1971.....

To: L.W. Rulien
Regional Engineer
O F F I C E

SUBJECT: Signing to Johnson City
State Highway System

A review has been made of signing in the Milwaukie, Clackamas, and Gladstone area to find the most appropriate signing to Johnson City. Mayor Ralf A. Goode has requested signing at several locations as shown on the city map.

It has been our practice to sign a community, city, or other location of interest at the most direct connection from the State Highway System. As you may know, Johnson City is a trailer court located near the East Portland Freeway at the Clackamas Highway Interchange. The most direct connection from the highway systems to Johnson City is this interchange.

There is destination room for Johnson City within the Clackamas Interchange signing. As you know, there is a contract reconstructing the interchange as part of I-205 which also revises the directional signing. If Johnson City is included with the existing signing, this would then be an approval to include this destination in the future signing.

The attached sketch and signing plan show how the Johnson City destination can be included on the existing signing and future signing for the interchange. It is recommended that this destination addition be sent to Salem for consideration.

Mr. Bernie Straight Traffic Engineer, Clackamas County agreed that if Johnson City was included at this exit, that it would be included on the county signing at Third Street.

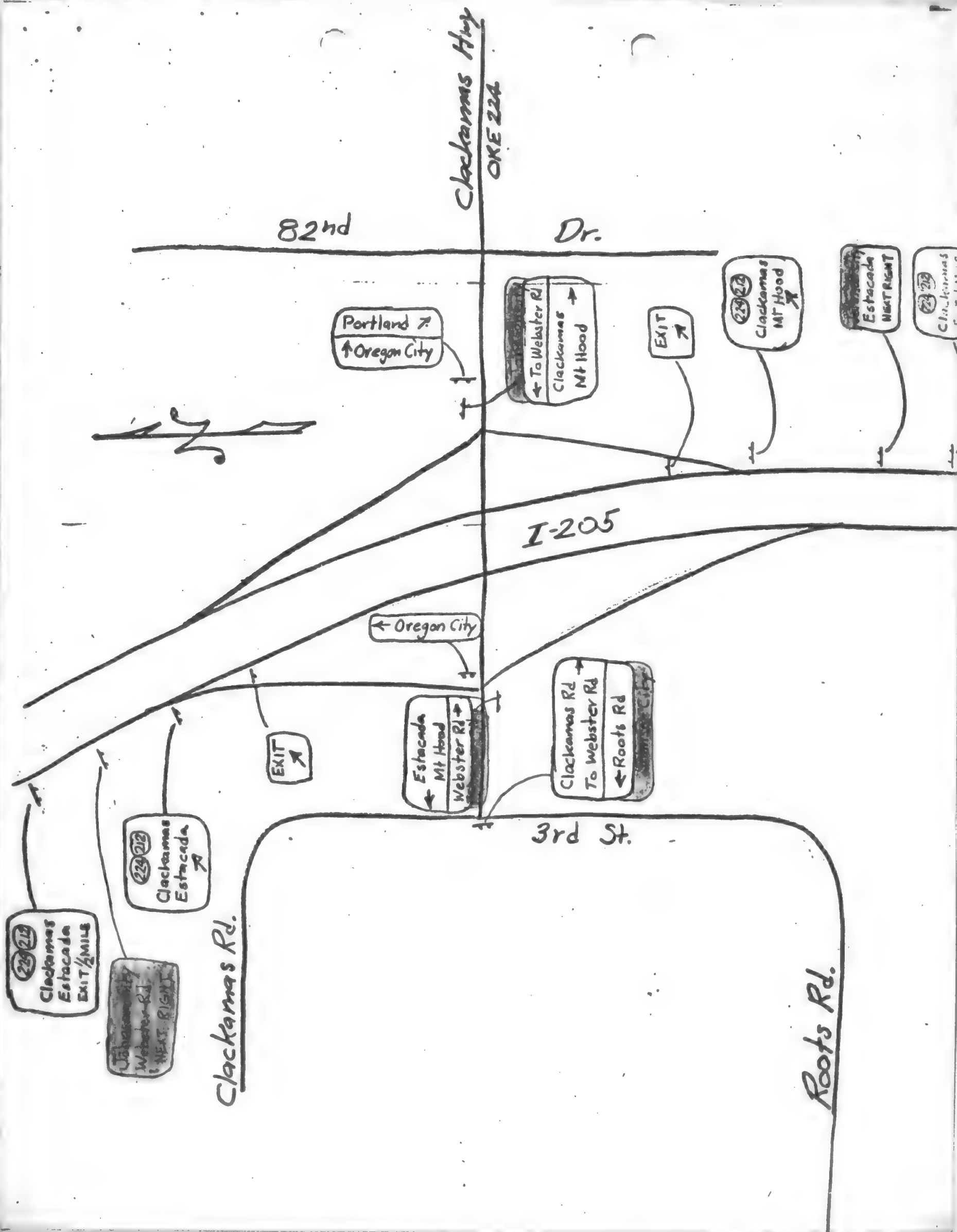
ORIGINAL SIGNED BY
R. W. FAILMEZGER

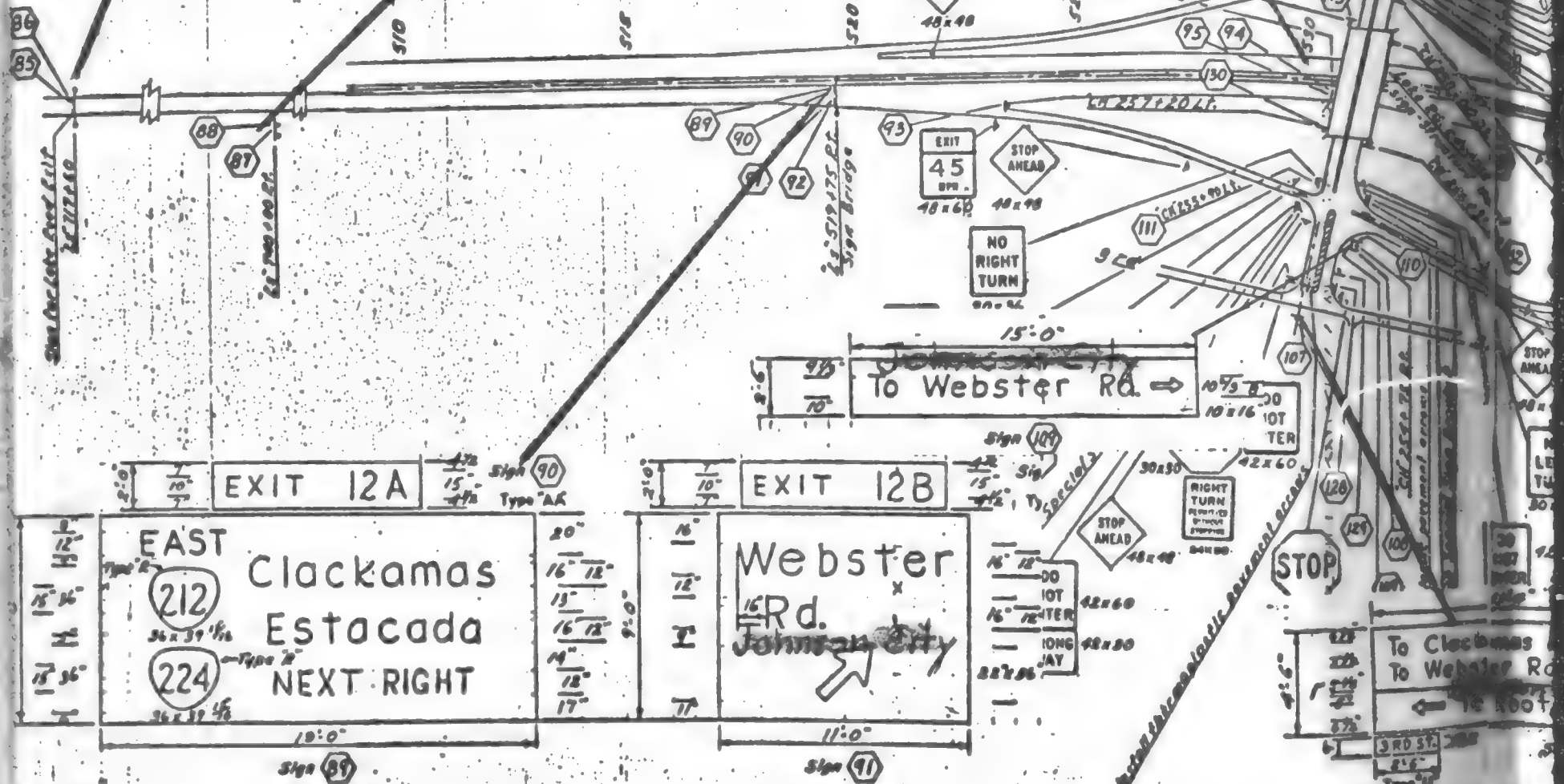
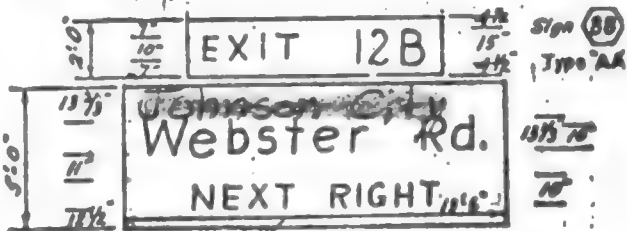
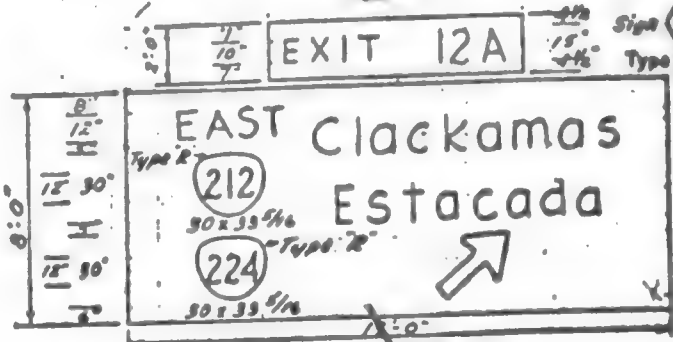
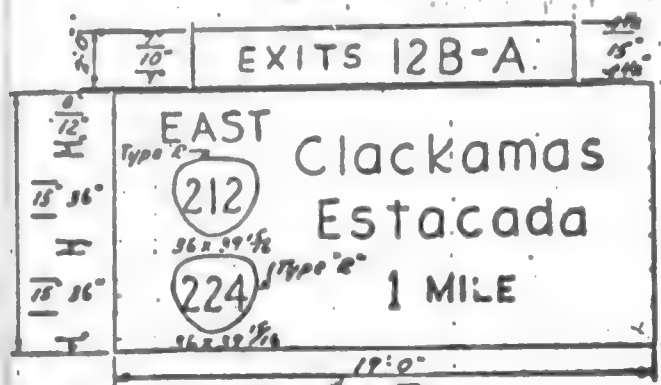
Ronald W. Failmezger
Regional Traffic Engineer

RWF:adl

Attachment

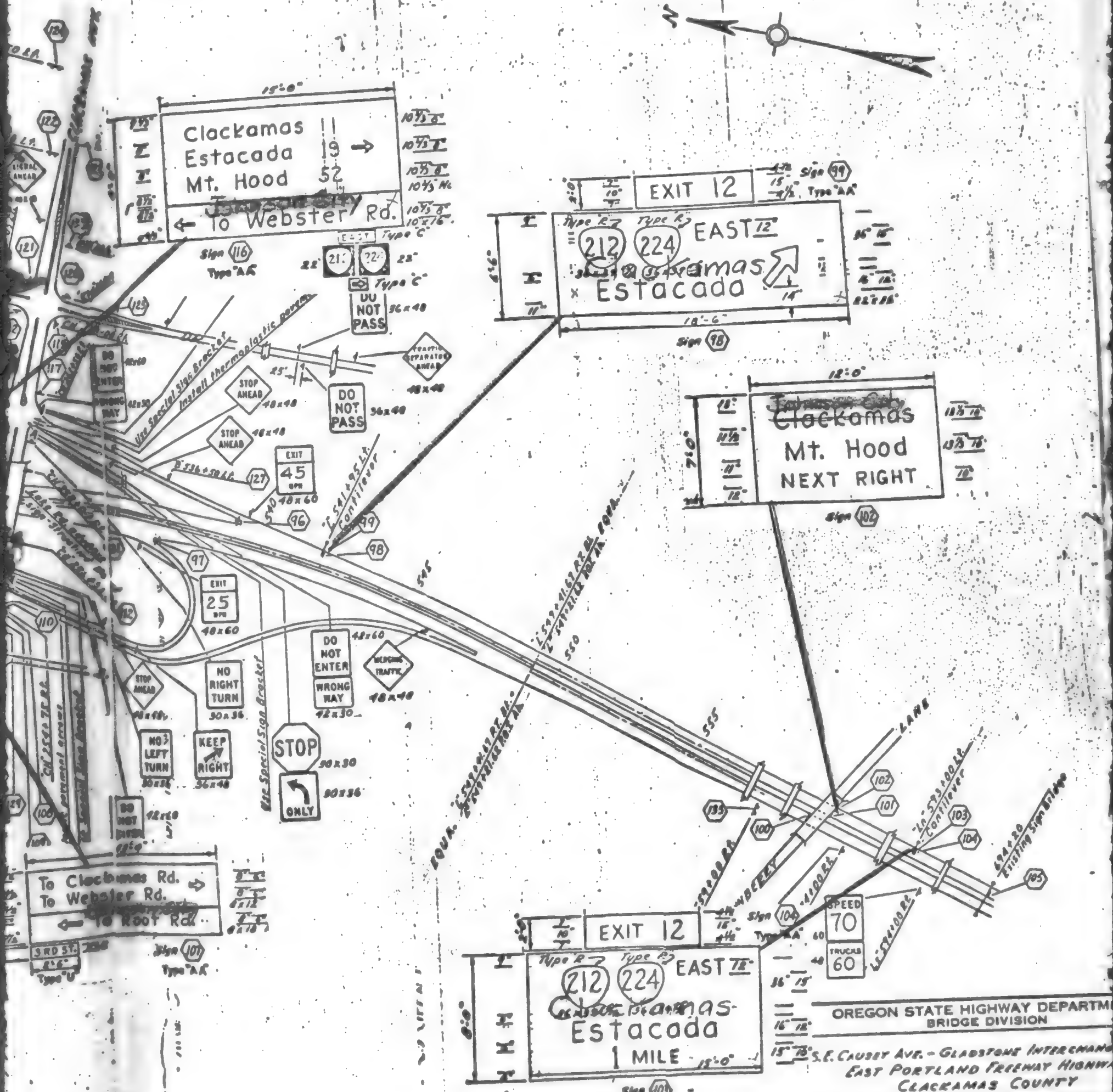
CC: J.W. Sheldrake





CLACKAMAS INTERCHANGE

For Sign Details See Br. Dwg. Nos. 27507 & 27508



EXIT 12

212 224 EAST 12

Clackamas Estacada

1 MILE

Clackamas

Mt. Hood

NEXT RIGHT

Clackamas

Estacada

Mt. Hood

to Webster Rd.

To Clackamas Rd.

To Webster Rd.

To Root Rd.

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

S.E. CAUSEY AVE. - GLADSTONE INTERCHANGE
EAST PORTLAND FREEWAY HIGHWAY
CLACKAMAS COUNTY

THE SCALE OF THIS PRINT IS
THAT OF THE ORIGINAL DRAWING
FOR EXAMPLE:
INDICATED SCALE 1"=40'
SHOULD BE READ 1"=40'
INDICATED SCALE 1/2"=40'
SHOULD BE READ 1/2"=40'

APPROVED: *W. H. M. H. H.*
BRIDGE ENGINEER

DESIGNED: W. H. M. H. H.
CHECKED: *W. H. M. H. H.*

SIGN PLAN

DATE: Sept. 1971

19556

27508

Johnson City
Oregon
November 15, 1971

Mr. John Sheldrake
Division Sign Dept.
P.O. Box 02157
Portland, Oregon 97202

Dear Mr. Sheldrake:

Johnson City, Oregon, is an incorporated city and has been for the last year and a half.

The attached map has been marked for locations of Johnson City signs on the highways and we should like for you to use your own discretion for type of sign to fit your decor as it exists.

Thank you.

Sincerely,

JOHNSON CITY

Ralph A. Goode

Ralph A. Goode, Mayor

ld

DISTRICT 15
RECEIVED

NOV 26 1971

NOTED

816

☐ A-113

☐ DMO

LIMIT
CITY SIGNS.

CLACKAMAS
ESTACADA
JOHNSON CITY

EXPRESSWAY

JOHNSON CITY

JOHNSON CITY

JOHNSON CITY

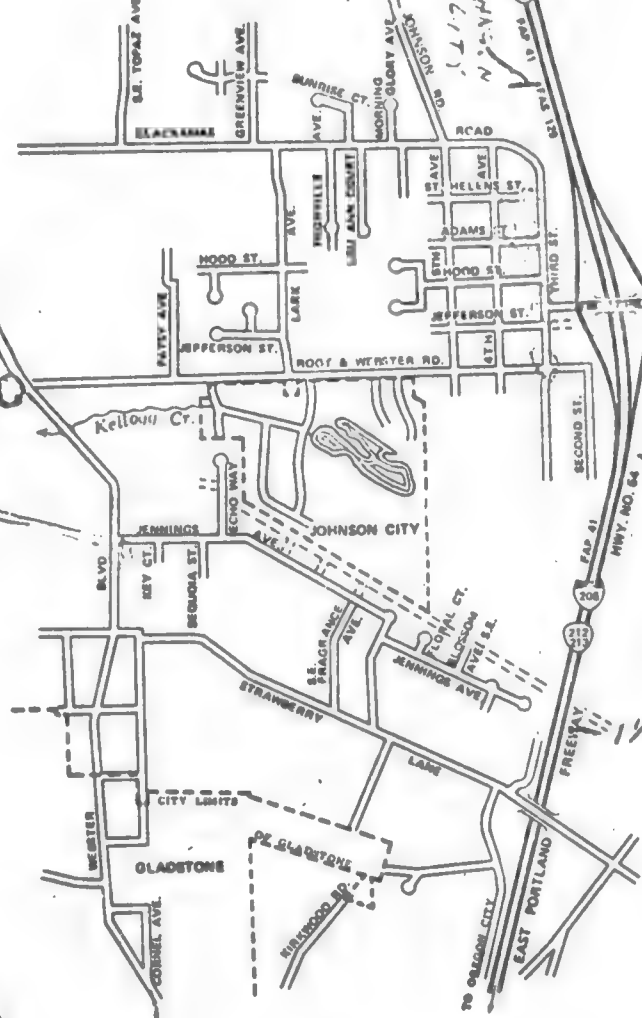
JOHNSON CITY

JOHNSON CITY

JOHNSON CITY

HELICATHLIN

CITIFIELD



CLACKAMAS HIGHWAY NO. 171
FAR 171
TO ESTACADA

JOHNSON CITY

1 1/2 sign

T. 2 S. R. 2 E.

JOHNSON CITY

CLACKAMAS COUNTY, OREGON

REPORT BY THE
OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 370

Scale in Feet

1970

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

RECEIVED
DEC 16 1971

FOR FILING

I-205-7(22)501
7660

December 15, 1971

Mr. Talbot D. Bailey, Jr.
Northwest Division Engineer
Gordon H. Ball, Inc.
P. O. Box 659
Kent, Washington 98031

451
Dear Sir:

Re: Retention as Affected by
House Bill 1232
S. E. Causey Avenue-Gladstone
Interchange Section
East Portland Freeway
Contract No. 7660

In response to your December 3 inquiry about depositing securities in lieu of retainage on the subject contract, we have issued instructions to our field organization as follows:

1. The contractor should submit the securities directly to the State Treasurer for safekeeping and, in doing so, should use a transmittal letter and clearly identify the highway contract name and number to which they apply, with copies to the Resident Engineer and the Construction Engineer. The State Treasurer will determine whether the securities are acceptable for this purpose. Briefly, they are limited to:

- (a) Bills, certificates, notes or bonds of the United States.
- (b) Other obligations of the United States or its agencies.
- (c) Obligations of any corporation wholly owned by the Federal government.
- (d) Indebtedness of the Federal National Mortgage Association.

Mr. Talbot D. Bailey, Jr.
December 15, 1971
Page 2

(e) Time certificates of deposit issued
by an Oregon bank.

(f) Corporate bonds rated "A" or better
by a recognized rating service.

2. The State Treasurer will determine the value
of the securities. This will be reviewed periodically,
as the values of some of the above securities can fluctu-
ate. Communication with the State Treasurer regarding
the value of securities he holds will be handled by the
Accounting Section of the Highway Division.

Reference to "the contractor" in the above instruc-
tions means the prime contractor. There have been no
changes from the six types of securities listed up to the
present time.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
Floyd Query (enc.)
V. E. Skoog (enc.)
F. D. Morgan
R. L. Schroeder (enc.)

JAB:fw/ESH:ja



GORDON H. BALL, INC. RECEIVED

A subsidiary of DILLINGHAM CORPORATION

232 South Second Avenue • Suite 101, Titus Building

Kent, Washington 98031 • (206) 852-4480

Mailing Address: P. O. Box 659, Kent, Washington 98031

DEC 7 1971

CONSTRUCTION
DIVISION

December 3, 1971

REFERRED

TO

FOR

R. L. PORTER

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon 97310

Subject: Retention as Affected by House Bill 1232

Dear Mr. Porter:

On September 9, 1971, House Bill 1232 as enacted by the recent Oregon Legislature became effective. This Bill provides for payment of interest on retentions or retentions to be invested under escrow agreement.

Gordon H. Ball, Inc. was awarded Contract 7660 on November 4, 1971, for the Grading, Paving, Structures, Signing, Illumination and Signals, S. E. Causey Ave.-Gladstone Intchg., Section East Portland Freeway, Clackamas County.

Please advise us of the type of securities the Oregon State Highway Division would approve as a substitute for the retainage in addition to those listed in the House Bill 1232.

We were advised that the Oregon State Treasurer has approved the use of Time Certificate of Deposits issued by a bank or corporate bonds bearing Class A or better as recognized by a rating service.

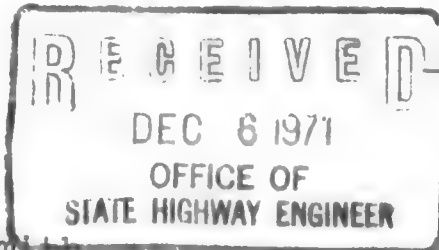
Once the type of securities has been established we would like to know the procedure to follow to get this subject implemented.

Your prompt attention to this matter will be greatly appreciated.

Very truly yours,

GORDON H. BALL, INC.

Talbot D. Bailey, Jr.
Northwest Division Engineer



TDB:mls

cc: V. O. Smith
J. J. Voyer
Joe Farrell

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 11-26-71
Contingent upon meeting
ject agreement if additional funds are
requiredBY *[Signature]*
Contract No. *State Engineer*
TITLEDA Order No. 12-10374
FEDERAL HIGHWAY ADMINISTRATION

Section S.E. Causey Ave. - Gladstone Interchange Date 11-23-71, 19.....

Highway East Portland Freeway F.A.P. No. EMP I-205-7(22)301

County Clackamas Prefix 603-1017 Account No. 278-03

Description of Work To Be Done:

Permanent Striping.

Location by Station Numbers:

Entire project.

Estimate of Quantities and Costs:

Permanent Striping - - - - - \$ 12,000.00

Explanation:

This work provided for in the Original Authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization \$10,794,239.60
Present estimate of project cost, including

\$12,000.00. for work under this order \$10,360,361.69

Expected under-run (amount) \$ 433,877.91

Expected under-run (per cent) 4.0

Space to right of this line
is for use of Salem OfficeSubmitted by: *Roy T. Heinz* Roy T. Heinz
Resident EngineerApproval Recommended: *[Signature]*
For: Construction Engineer or
Resident EngineerApproval Recommended: *J. H. Venter*
Regional EngineerApproved: *[Signature]* P. D. P. *[Signature]*
Program & Planning
Construction Engineer

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 11-30-71

Contingent upon modification of project agreement if additional work is required

Contract No. D-7660 EngineerOrder No. 12-8271
FEDERAL HIGHWAY ADMINISTRATION
11-23-71, 19

Section S.E. Causey Ave.-Gladstone Interchange Date 11-23-71
 Highway East Portland Freeway F.A.P. No. EMP I-205-7(22)301
 County Clackamas Prefix 603-1017 Account No. 278-02

Description of Work To Be Done:

Stage construction and detour striping.

Location by Station Numbers:

Entire project

Estimate of Quantities and Costs:

Temporary Striping - - - - - \$ 1,000.00

Explanation: This work provided for in the Original Authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization
Present estimate of project cost, including

\$ 1,000.00 for work under this order

Expected ~~over-run~~

under-run (amount)

Expected ~~over-run~~

under-run (per cent)

\$10,794,239.60

\$10,360,361.69

\$433,877.91

4.0

Space to right of this line is for use of Salem Office

Submitted by:

Roy T. HeinzRoy T. Heinz
Resident Engineer

Approval Recommended:

For:

Construction Engineer or
Budget Engineer

Approval Recommended:

J. H. Vreutling
Regional Engineer

Approved:

P. D. Phelan
Program and Planning

Construction Engineer

RECEIVED
MAY 16 1972

FOR FILING

7660

Salem, Oregon
November 29, 1971

Agenda Item 51

Mr. F. D. Morgan
Construction Engineer

Attention: Ted Litchfield

RAILROAD COMPANIES
FILE No. 717

Attached are two copies each of an Indenture and Agreement with Southern Pacific Transportation Company providing for construction of the railroad overcrossing on the S. E. Causey Avenue-Gladstone Interchange Section of the East Portland Freeway in Clackamas County.

Please have the Railroad Company date and sign these documents. We have retained xerox copies until the fully executed originals of each document are returned for the Commission's files.

Floyd Query, Secretary

flm
Att.

52

11-24-71



RECEIVED
DEC 1 1971
UTILITY UNIT
FOR FILING
OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING

Clackamas County Service District No. 1
County of Clackamas
Department of Public Works
902 Abernathy Road
Oregon City, Oregon 97045

ATTENTION: Mr. J. C. McIntyre

SALEM, OREGON Phone 378-6511 97310

November 29, 1971

Re: Sanitary Sewer Installation
S. B. Causey Avenue-Gladstone
Interchange Section
East Portland Freeway
Clackamas County
Project No. I-205-7(22)301

Gentlemen:

This is to acknowledge receipt of your check in the amount of \$30,843.00 to cover the installation of sanitary sewer lines on the above subject section.

Your check is being forwarded to our Accounting Section for further processing. The prompt attention you gave this matter is greatly appreciated.

Very truly yours,

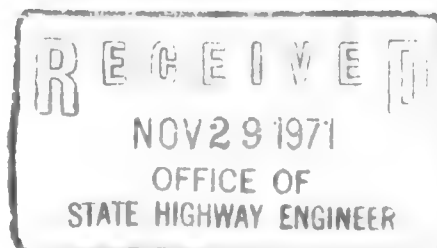
F. D. Morgan
Construction Engineer

JMC:dl

cc: Cornell, Howland, Hayes & Merryfield
1600 S. W. 4th Avenue
Portland, Oregon 97201
Attn: Mr. Dann M. Madden

By *James Litchfield*
T. W. Litchfield
Railroad and Utility Engineer

A. E. Johnson
V. E. Skoog w/check
L. H. Young
R. L. Schroeder
Roy Heinz
Jack Hesla
V. L. Gallagher



NOTED
11/29/71

RECEIVED
NOV 22 1971

FOR FILING

I-205-7(22)301
7660

November 18, 1971

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the Commission Meeting of November 24 an easement indenture and a construction agreement with the Southern Pacific Transportation Company which provides for the construction of the railroad overcrossing on the S. E. Causey Avenue-Gladstone Interchange Section of the East Portland Freeway in Clackamas County.

This contract, No. 7660, was awarded to Gordon H. Ball on November 4, 1971. This is an Interstate project.

This agreement provides the State with an easement to construct the overcrossing and grants permit of entry on railroad property to perform other necessary construction work connected with the project. The State is to reimburse the Railroad for all costs they incur, which include the adjustment of signal and communication lines and railroad protective work (estimated to cost \$33,943). The State and its contractor are to construct the project, provide the usual insurance coverage and repair any damage to railroad facilities caused by the construction project. The State is to maintain the structure and all other highway facilities upon completion of the work and the Railroad is to maintain all their facilities.

We recommend your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
F. D. Morgan
T. W. Litchfield
V. E. Skoog
L. H. Young
L. W. Rulien
(Litchfield) kw

RECEIVED
NOV 18 1971

FOR FILES

I-205-7(22)301
7660

November 18, 1971

Gordon H. Bell, Inc.
P. O. Box 639
Rent, Washington 98031

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7646 for work on the S. A. Conroy Avenue-Gladstone Interchange Section of the East Portland Freeway in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

or
Enclosure

cc Argonaut Insurance Company
230 Middlefield Road
Menlo Park, California 94023

American Insurance Company
921 S. W. Washington Street
Portland, Oregon

cc F. D. Morgan
I. D. Merchant
L. H. Young
Attn: Vince Gallagher
L. W. Sullivan
Roy Meins

NOV 8 - 1971

I-205, 7(22) - 01
7660

November 8, 1971

Gordon M. Ball, Inc.
P. O. Box 699
Kent, Washington 98031

Gentlemen:

Enclosed are three copies of Contract No. 7660 for work on the S. E. Conroy Avenue-Gladstone Interchange Section of the East Portland Freeway in Clackamas County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

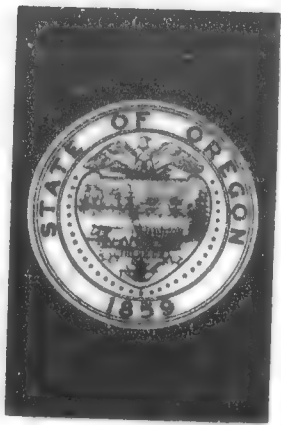
The calendar workday count on this contract will begin November 19, 1971.

Very truly yours,

Floyd Cherry, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Encl.
cc

Frank Morgan
L. H. Young
Attn: Vince Gallagher
I. D. Marchant
L. W. Mullien
Roy Hains



UTILITY UNIT 1971

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. Roger W. Sharp

SALEM, OREGON • Phone 478-6310

November 4, 1971

Re: Electric Power Conduit Installation
S.E. Causey Avenue-Gladstone
Interchange Section
East Portland Freeway
Clackamas County
Project No. I-205-7(22)301

Gentlemen:

The successful low bidder for the above subject project is Gordon H. Ball, Kent, Washington 98031. The lump sum bid for the installation of electrical power conduits on the Sunnyside Road and Lake Road (Ambler Road) structures, as requested by your office is \$1,000.00.

State Highway Division policy requires, that when the State's contractor performs work for other than the State, the contractor will not be instructed to proceed with the work until a check for the estimated cost of the work is deposited with the State. You are, therefore, requested to deposit with the State, a check in the amount of \$1,000 to cover the estimated cost of installing electrical power conduits for the Company. Adjustment will be made upon completion of the project if the costs are greater or less than estimated.

Your check should be made payable to the Oregon State Highway Division and directed to Mr. T. W. Litchfield, Railroad and Utility Engineer.

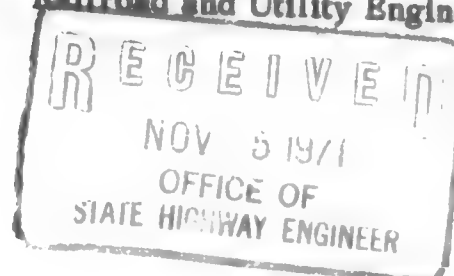
Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

cc: A. E. Johnson
V. E. Skoog
L. H. Young
R. L. Schroeder
Roy Heinz
Jack Hesla





UTILITY UNIT
NOV 4 - 1971
**OREGON STATE
HIGHWAY DIVISION**

NOTED
A.E. J.

HIGHWAY BUILDING

SALEM, OREGON • Phone 378-691310

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97232

November 4, 1971

ATTENTION: Mr. M. G. Johnson
District Engineering Manager

Re: Telephone Conduit Installation
S.E. Causey Avenue-Gladstone
Interchange Section
East Portland Freeway
Clackamas County
Project No. I-205-7(22)301

Gentlemen:

The successful low bidder for the above subject project is Gordon H. Ball, Kent, Washington 98031. The lump sum bid for the installation of telephone conduits on the Sunnyside Road and Lake Road (Ambler Road) structures, as requested by your office is \$3,000.00.

State Highway Division policy requires, that when the State's contractor performs work for other than the State, the contractor will not be instructed to proceed with the work until a check for the estimated cost of the work is deposited with the State. You are, therefore, requested to deposit with the State, a check in the amount of \$3,000.00 to cover the estimated cost of installing telephone conduits for the Company. Adjustment will be made upon completion of the project if the costs are greater or less than estimated.

Your check should be made payable to the Oregon State Highway Division and directed to Mr. T. W. Litchfield, Railroad and Utility Engineer.

Very truly yours,

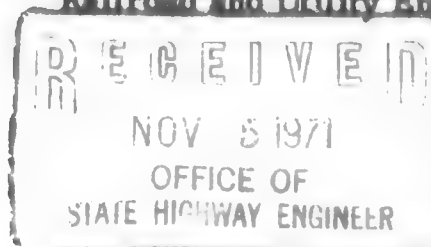
F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

cc: A. E. Johnson
V. E. Skoog
L. H. Young
R. L. Schroeder
Roy Heinz
Jack Hesla





RECEIVED
NOV 8 - 1971

FUTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING

NOTED
A. E. JOHNSON

SALEM, OREGON Phone 378-6511 97310

Clackamas County Service District No. 1
County of Clackamas
Department of Public Works
902 Abernathy Road
Oregon City, Oregon 97045

November 4, 1971

Re: Sanitary Sewer Installation
S.E. Causey Avenue-Gladstone
Interchange Section
East Portland Freeway
Clackamas County
Project No. I-205-7(22)301

ATTENTION: Mr. J. C. McIntyre

Gentlemen:

The successful low bidder for the above subject project is Gordon H. Ball, Kent, Washington 98031. The estimated cost, based on unit bid prices, for the installation of sanitary sewer lines requested by the District is as follows:

Trench Excavation	1,820 c.y.	@ \$ 2.30	\$ 4,186.00
21-inch Sanitary Sewer Pipe	680 l.f.	@ 11.50	7,820.00
27-inch Sanitary Sewer Pipe	520 l.f.	@ 21.10	10,972.00
Class "A" Concrete in Sewers	85 c.y.	@ 53.00	4,505.00
Concrete Manholes	4 only	@ 540.00	2,160.00
Drop Manholes	1 only	@ 1,200.00	1,200.00
Total			\$30,843.00

State Highway Division policy requires that, when the State's contractor performs work for other than the State, the contractor will not be instructed to proceed with the work until a check for the estimated cost of the work is deposited with the State. You are, therefore, requested to deposit with the State, a check in the amount of \$30,843.00 to cover the estimated cost of installing sanitary sewer lines for the District. Adjustment will be made upon completion of the project if the costs are greater or less than estimated.

Your check should be made payable to the Oregon State Highway Division and directed to Mr. T. W. Litchfield, Railroad and Utility Engineer.

JMC:dl

cc: Cornell, Howland, Hayes & Merryfield
1600 S.W. 4th Avenue
Portland, Oregon 97201

Attn: Mr. Denn M. Madden

A. E. Johnson
V. E. Skoog
L. H. Young

R. L. Schroeder
Roy Heinz
Jack Hesla

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer



RECEIVED
UTILITY UNIT
1971

FOR FILE
**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING

Clackamas Water District
P. O. Box 67
Clackamas, Oregon 97015

ATTENTION: Mr. Fred Whitfield
Superintendent

SALEM, OREGON Phone 378-5511 97310

November 4, 1971

Re: Water Line Crossings
S.E. Causey Avenue-Gladstone
Interchange Section
East Portland Freeway
Clackamas County
Project No. 1-205-7(22)301

Gentlemen:

Reference is made to a letter received from Cornell, Howland, Hayes & Merryfield, dated July 7, 1971, which requested accomodation for five water line crossings of the proposed subject project. Two of the requested crossings were for future water main installation for which 48-inch diameter conduits would be required. At a later date, Mr. Joseph Worth, CH₂M visited our offices and requested that the two 48-inch conduits be installed as part of the State's contract.

The successful low bidder for this project is Gordon H. Ball, Kent, Washington 98031. The estimated cost, based on unit bid prices, for the installation of the 48-inch conduits requested for your District is as follows:

Trench Excavation	629 cu. yd.	@ 2.30	\$ 1,446.70
Granular Backfill Material	52 cu. yd.	@ 4.80	\$ 249.60
48-inch Culvert Pipe	600 lin. ft.	@ \$17.40	\$ 10,440.00
			<u>\$ 12,136.30</u>

State Highway Division policy requires that, when the State's contractor performs work for other than the State, the contractor will not be instructed to proceed with the work until a check for the estimated cost of the work is deposited with the State. You are, therefore, requested to deposit with the State, a check in the amount of \$12,136.30 to cover the estimated cost of installing sanitary sewer lines for the District. Adjustment will be made upon completion of the project if the costs are greater or less than estimated.

Your check should be made payable to the Oregon State Highway Division and directed to Mr. T. W. Litchfield, Railroad and Utility Engineer.

JMC:dl

cc: Cornell, Howland, Hayes & Merryfield
1600 S. W. 4th Avenue
Portland, Oregon 97201 - Attn. Joseph Worth

A. E. Johnson
V. E. Skoog
L. H. Young

R. L. Schroeder
Roy Heinz
Jack Hesla

Very truly yours,

F. D. Morgan

Construction Engineer NOV 4 1971

By ORIGINAL SIGNED BY T. W. LITCHFIELD
OFFICE OF
STATE HIGHWAY ENGINEER

T. W. Litchfield
Railroad and Utility Engineer

FORM PR-1240
(Rev. 9-68)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL AID PROJECT NO.

1-205-7(22)301

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.

1-657

STATE PROJECT NO.
SE CAUSEY AVE - GLADSTONE
INTERCHANGE SECTION

COUNTY NAME
CLACKAMAS

PROGRAM STAGE (Check)

☐ 1 ☒ 2

TO: I-205-7(22)301
1660

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

orig to
young
11-2-71

DATE PS&E APPROVED

OCTOBER 6, 1971

DATE AUTHORIZATION EFFECTIVE

OCTOBER 6, 1971

FEDERAL ROUTE NUMBER

INTERSTATE ROUTE 205

STATE ROUTE NUMBER

EAST PORTLAND FREEWAY ROUTE 64

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH
RAILROAD PROTECTIVE SERVICES IN THE AMOUNT OF \$47,000.00 AS
SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE
LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
PREPARATION

☒ OTHER (Specify) RAILROAD PROTECTIVE SERVICES
\$47,000.00

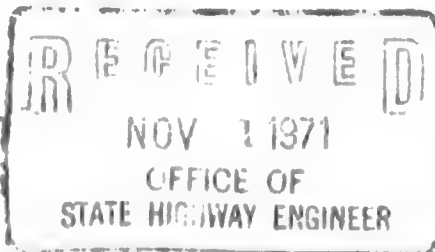
☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF
BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE
AND/OR FORCE ACCOUNT BASIS

REMARKS

THE ABOVE AUTHORIZATION SUPPLEMENTS OUR OCTOBER 6, 1971 PS&E APPROVAL
AND AUTHORIZATION.



NOTED
TOM EDWARDS

DATE

10-29-71

SIGNATURE OF APPROVING OFFICIAL

J. H. Green

TITLE

DIVISION ENGINEER

RECEIVED
NOV 10 1971

FOR FILING

I-205-7(22)
7660

301

October 21, 1971

Mr. John C. McIntyre
Director of Public Works
Clackamas County
902 Abernethy Road
Oregon City, Oregon 97045

52
10-19-71
AYR 439

Dear Mr. McIntyre:

Attached for your records is a fully executed copy of a supplemental throughway agreement covering Causey Avenue-Gladstone Interchange Section of the East Portland Freeway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Att.

cc H. S. Cox
(conf. agree. att.)

RECEIVED
NOV 11 1971

FOR FILING

I. 205-7(22) 301
7660

Salem, Oregon
October 21, 1971

5N

Agenda Item 5r

Mr. F. D. Morgan
Construction Engineer

Attention: Ted Litchfield

10-19-71

MISC. CONTRACTS and
AGREEMENTS No. 4344

Attached are two copies of an agreement (one conformed and one fully executed) with Clackamas County Service District No. 1 covering the construction of two new sanitary sewer line crossings of the S. E. Causey Avenue-Gladstone Interchange Section of the East Portland Freeway in Clackamas County.

It is our understanding that you will transmit the fully executed copy to the District. We have retained the same for the Commission's files.

Floyd Query, Secretary

fkn
Att.

RECEIVED
OCT 13 1971

FOR FILING

I-205-7(22) 301
7660

October 12, 1971

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the October 19 meeting an agreement between the State and Clackamas County Service District No. 1 covering the construction of two new sanitary sewer line crossings of the S. E. Caasey Avenue-Gladstone Interchange Section of the East Portland Freeway in Clackamas County.

The work consists of installing 612 feet of 21-inch sewer pipe, 480 feet of 27-inch sewer pipe and five manholes. The work is to be included in our contract at an estimated cost of \$38,000, which is to be borne by the District. The District shall advance to the State, upon notification of the unit bid price, the estimated cost to construct these facilities. Upon completion of the installation and acceptance by the District, the District shall perform all structural and operational maintenance of the two sewer line crossings. Their maintenance will be performed from outside the access control lines.

The State will provide the District with a pipeline permit for the operation of the District's facilities lying within highway right-of-way.

I recommend your approval and request that the Secretary be authorized to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Gary L. Sund
F. D. Morgan (Attn: T. W. Litchfield)
V. E. Skoog
L. H. Young
L. W. Rulien

JMC:d1 fn

RECEIVED
OCT 29 1971

FOR FILING

FORM PR-1240 (Rev. 6-68)		U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS		FEDERAL AID PROJECT NO. 1-205-7(22)301	
LETTER OF APPROVAL AND/OR AUTHORIZATION				STATE PROJECT NO. SE CAUSEY AVE - GLADSTONE INTERCHANGE SECTION	
FROM: 7660 R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON		PROGRAM NO. ITEM NO. 1-657		COUNTY NAME CLACKAMAS PROGRAM STAGE (Check) ☐ 1 ☒ 2	
TO: MR. R. L. PORTER STATE HIGHWAY ENGINEER SALEM, OREGON <i>Klaboe copy Edw 10-28 Young w/enc. 10-29-71</i>					
DATE PS&E APPROVED OCTOBER 6, 1971		DATE AUTHORIZATION EFFECTIVE OCTOBER 6, 1971		FEDERAL ROUTE NUMBER INTERSTATE ROUTE 205 STATE ROUTE NUMBER EAST PORTLAND FREEWAY ROUTE 64	
LIMITS OF AUTHORITY AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF \$43,500.00; ON THE JOB TRAINING IN THE AMOUNT OF \$8,000.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF \$30,000.00 AS SHOWN IN YOUR ESTIMATE.					
YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW					
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY		☐ ACQUISITION OF RIGHT-OF-WAY			
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION		☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS			
☒ OTHER (Specify) ON THE JOB TRAINING 8,000.00 TEMPORARY EROSION CONTROL 30,000.00		☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS			
REMARKS MR. YOUNG'S OCTOBER 4, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED. A SIGNED COPY OF THE TITLE SHEET IS RETURNED HERewith. FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 - "FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.					
DATE 10-26-71		SIGNATURE OF APPROVING OFFICIAL <i>[Signature]</i>		TITLE DIVISION ENGINEER NOTED TOM EDWARDS	

RECEIVED
OCT 29 1971

FOR FILING

10-6-71

FORM PR-1240 (Rev. 6-68)		U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS		FEDERAL AID PROJECT NO. 1-205-7(22)301	
LETTER OF APPROVAL AND/OR AUTHORIZATION				STATE PROJECT NO. SE CAUSEY AVE - GLADSTONE INTERCHANGE SECTION	
FROM: 7660 R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON		PROGRAM NO.		COUNTY NAME CLACKAMAS	
		ITEM NO. 1-657		PROGRAM STAGE (Check) ☐ 1 ☒ 2	
TO: MR. R. L. PORTER STATE HIGHWAY ENGINEER SALEM, OREGON <i>Klaboe copy Edw 10-28 Young w/enc. 10-29-71</i>					
DATE PS&E APPROVED OCTOBER 6, 1971		DATE AUTHORIZATION EFFECTIVE OCTOBER 6, 1971		FEDERAL ROUTE NUMBER INTERSTATE ROUTE 205 STATE ROUTE NUMBER EAST PORTLAND FREEWAY ROUTE 64	
LIMITS OF AUTHORITY AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF \$43,500.00; ON THE JOB TRAINING IN THE AMOUNT OF \$8,000.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF \$30,000.00 AS SHOWN IN YOUR ESTIMATE.					
YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW					
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY					
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION					
☒ OTHER (Specify) CONTRACTOR'S FLAGGING \$43,500.00 ON THE JOB TRAINING 8,000.00 TEMPORARY EROSION CONTROL 30,000.00					
☐ ACQUISITION OF RIGHT-OF-WAY					
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS					
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS					
REMARKS MR. YOUNG'S OCTOBER 4, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED. A SIGNED COPY OF THE TITLE SHEET IS RETURNED HERewith. FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 - "FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS. NOTE F. B. KLABOE					
DATE 10-26-71		SIGNATURE OF APPROVING OFFICIAL <i>[Signature]</i>		TITLE DIVISION ENGINEER TOM EDWARDS	

RECEIVED
OCT 11 1971

100-11-121 (12-67)

UNITED STATES GOVERNMENT
FOR FILING

Memorandum

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(22)301
S. E. Causey Ave. - Gladstone Interchange Sec.
E. Portland Freeway
Contractor's access to Entire Right of Way

After reviewing the information furnished with Mr. Young's September 21, 1971 letter it has been determined to be in the public interest to proceed with subject project although all of the right of way will not be available to the contractor at the time of contract award.

This refers to the temporary easements over 7 right of way parcels that are needed to construct the connecting section of storm sewer.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

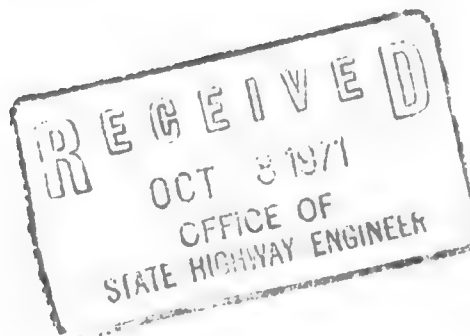
DATE: October 5, 1971

In reply refer to: 08-35-EC

10-11-71

REFERRED TO

Young
F. B. KLABOE, ENGR



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTED
F. B. KLABOE

SEP 22 1971

lp

September 21, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

S. E. Causey Ave.-Gladstone
Interchange Section
Project I-205-7(22)301

Dear Sir:

We hereby request the requirements of paragraphs 7c of FPM 21-12 and 10a of FPM 21-6.3 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated award date) be waived as being in the public interest for the above-mentioned project.

There are seven right-of-way files, which consist of temporary easements for the construction of a storm sewer, involved as to occupancy restriction on this project. Clackamas County has offered to acquire these easements at their expense which will allow the extension of the storm sewer to connect with their existing storm sewer on Sunnyside Road. Should negotiations prove unsuccessful the storm sewer necessary for the interchange can be installed with the outfall in the existing drainage ditch on right-of-way available to the contractor. The attached sketch maps delineate the restricted right-of-way outlined in red and the contract plans will contain sketches showing the area and dates that the contractor will be required to remain off the properties. The contract specifications will contain the restrictive clause required in paragraph 6a of FPM 21-6.3, that the areas shown will not be available for the contractor's use until after May 1, 1972.

Since considerable excavation is required in the construction of the main roadway in this area prior to the installation of the storm sewer it is very doubtful that the contractor would attempt to install the storm sewer prior to next summer. There is a distinct advantage to award

Mr. R. E. Simpson
September 21, 1971
Page 2

the contract at this time rather than delaying until the right-of-way is completely clear in that the contractor can commence clearing operations and the construction of structures during the winter when weather conditions halt grading operations. The project is designed and ready to go and financing is available. The restriction will not cause any delay to the contractor in the final completion date or increase the cost of the overall project. Considering the above information, we feel it is in the public interest to advertise for bids to be received on October 28, 1970, for this project.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:bb
Attach.

cc: F. B. Klaboe
F. L. Hall
J. R. Oakes
C. G. Swenson
R. W. Chase

TRANSACTION NUMBER 10-5

FORM PR-48
EV. 7-671U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADSSTATE HIGHWAY DEPARTMENT
OREGONDATE
9-29-71

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

BY (Signature)
MR. YOUNG'S SEPTEMBER 17, 1971 LETTER

CLASS OF FEDERAL FUNDS

☒ FAI☐ FAP☐ FAV☐ FAS☐ OTHERS

OTHER IDENTIFICATION AND/OR REMARKS (State)

STAGE 1
ITEM NOS. _____ THRU _____

ITEM NO. PROJECT NOS.

STAGE 2

ITEM NOS. 657 THRU _____

LENGTH (Miles) TOTAL ESTIMATED COST

FEDERAL FUNDS

LOCATION

WORK

657

1-205-7(22) 301

3.74

13,500,000

12,455,100

S.E. CAUSEY AVE.-
GLADSTONE INTERCHANGEGRADE, DRAIN, 6 LANE
HIGH TYPE PAVEMENT-
ONE TWIN O'XING STR.
FOUR U'XING STRS.
ILLUMINATION-TRAFFIC
SIGNALS AND RAILROAD
PROTECTION SERVICE.

10-24-71

NOTED
TOM EDWARDS

REMARKS (Division)

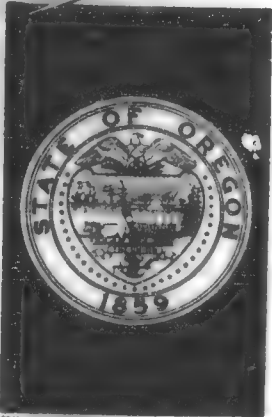
RECEIVED
OCT 5 1971
FOR FILING1-205-7(22)
7660

SIGNATURE AND TITLE

RECOMMENDED

DATE
9-29-71APPROVED
SIGNATURE AND TITLE
DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.



RECEIVED
10 SEP 30 1971

UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING

SALEM, OREGON • Phone 398-697310

September 28, 1971

I-205-71-22-1
County of Clackamas
7660 Department of Public Works
902 Abernethy Road
Oregon City, Oregon 97045

Re: Temporary Basements
Storm Sewer Installation
S.E. Causey Avenue-Gladstone Interchange
Section
East Portland Freeway
Clackamas County

ATTENTION: Mr. John C. McIntyre
Director of Public Works

Gentlemen:

Reference is made to your letter dated August 31, 1971, to Mr. J. H. Versteeg, Metropolitan Construction Design Engineer, which stated that Clackamas County would attempt to acquire a 10-foot temporary construction easement along the northerly side of Sunnyside Road for the construction of a storm sewer.

Attached hereto you will find seven (7) easement forms and right of way map, prepared by our Right of Way Section, covering the temporary construction easements to be acquired by the County. The right of way number, property owner name and area for each easement is as follows:

46809-A	Walter W. & Melita Kulju	867 square feet
46809-B	Hazel O. Jette	867 square feet
46809-C	Clarence J. Hays	867 square feet
46809-D	Winnipeg M. & Lenora E. DeMenge	1,150 square feet
46809-E	William Jerome Alexander	728 square feet
46809-F	Billy Joe & Melba V. Henderson	727 square feet
46809-G	Seattle, Portland & Spokane Radio	8,100 square feet

Our Right of Way Section advises that you may use the forms as attached or secure options and prepare your own easement forms. Enclosed also are twelve (12) blank easement forms for your use as required.

The installation of the storm sewer westerly of S.E. 90th Avenue, has been included in the contract subject to the acquisition of the required construction easements.

County of Clackamas
September 28, 1971
Page 2

Please advise us as soon as the easements are acquired so that the State's contractor may be instructed to proceed with the storm sewer construction.

If further assistance or information is required, please contact this office.

Very truly yours,

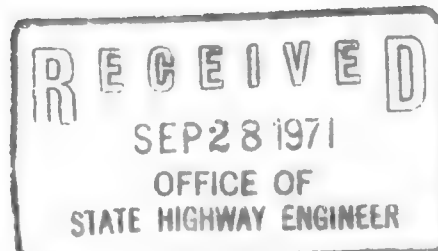
F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosure

cc: A. E. Johnson
F. L. Hall
R. L. Schroeder
D. H. Moehring
H. S. Cox
Kenneth Rolfe
Jack Hesla



RECEIVED
SEP 28 1971
Form FPMR-121 (12-67)
UNITED STATES GOVERNMENT

FOR FILING
Memorandum

I-205-7(22)301

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7660 Attention: Mr. A. E. Johnson

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(-)305
Sunnyside Undercrossing Bridge No. 9715
SE. Causey - Gladstone Interchange Section

I have reviewed your September 14 letter and feel your comments supporting Alternate "A" (cast-in-place post-tensioned concrete box girder) adequately justify your selection.

I approve this alternate and the check plans in accordance with the second paragraph of your letter.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: September 17, 1971

In reply refer to: 08-35.6

NOTED
A. E. JOHNSON



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

10 SEP 1971
43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I-205-11/22) 301
7660

.....Satem 97310.....
.....September 17, 1971.....

SUBJECT:

Storm Sewer Right of Way
SE Causey - Gladstone
Interchange Section
East Portland Freeway
Clackamas County

To: Mr. L. H. Young
Program & Planning Engineer

PROGRAM & PLANNING

We have received seven files for temporary easements to construct a storm sewer on the northerly side of Sunnyside Road west of the highway. Clackamas County has offered to acquire this right-of-way at no cost to the Federal Government or to the State, and the files are set up to be transmitted to Clackamas County as a County project.

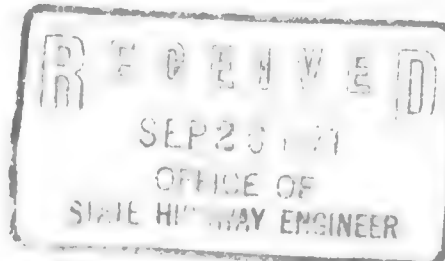
As it does not appear feasible for the County to complete this acquisition prior to the contract letting date which is scheduled as October 28, 1971, I discussed this proposed construction with Mr. A. D. Olson. I find that the storm sewer is to be constructed only if the necessary right-of-way is purchased; otherwise, the present ditch will be used. In other words, the construction item is not absolutely necessary for the project. In addition, it is very doubtful that the contractor will even attempt to lay this storm sewer prior to dry weather next summer.

Please request the Federal Highway Administration to waive the necessity for this right-of-way at the time the contract is awarded. As Clackamas County is to purchase the right-of-way, I cannot give a firm estimate of the day when all of the right-of-way will be acquired. However, in January we will investigate this process and if all the right-of-way has not been acquired, we will determine in consultation with the County and the Federal Highway Administration if it is necessary for the State to acquire the right-of-way or if the construction item should be deleted from the contract.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant R/W Engineer

JRO:JP
cc F. B. Klaboe ✓
Frank Hall
A. D. Olson
T. W. Litchfield
Kenneth Rolfe
Frank C. Lowe



SEP 21 1971

I-205-7(22)301
7660

September 17, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one Interstate project, Item No. 657, Project No. I-205-7(22)301, "S.E. Convey Ave.-Gladstone Interchange Section", which we desire to have included in the Federal-aid Interstate program.

State and District 2 Clearinghouse reviews of the portion of the project southerly of Sunnyside Road is not required under the provisions of paragraph 2(b) of DI 50-1-70 as a substantial amount (80%) of right-of-way was required prior to September 30, 1969.

Enclosed are copies of State and District 2 Clearinghouse letters of approval dated September 29, 1970 and September 18, 1970, respectively, for the portion of the project northerly of Sunnyside Road.

An Environmental Statement is not required because design approval was granted prior to February 1, 1971.

It is our intention to receive bids for this project on October 28, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

JG:js

MONTHLY TRANSACTION NO.				FORM PR-1 (REV. 4-61)				FEDERAL			
DATE SUBMITTED TO W.O.				9-17-71							
CARD 2	REPORT NUMBER 1		PROJECT LOCATION (45 typewriter spaces) I-205 City of Gladstone, N'y. 3.74 miles				ADT		PRESENT 34,250	FUTURE 80,200	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H.T. Pave. & 5 Strs.				NATL. FOREST	PH ROUTE NO.	SUPV AGENCY	DA CLASSIF.	DA AREA	EMERG. YR.	
CARD 4	CLASS OF FEDERAL FUNDS Interstate				NAME OF URBAN AREA Portland				COUNTY NAME		
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST		FEDERAL
1	(1415)	(16)	41	42	43	46	53				
5					PE		I-205 City of Gladstone, N'y. 3.74 miles				
5					ROW		(S.E. Causey Ave.- Gladstone Intchge. Section)				
5					CONST (CODE)			3.74	13,500,000	12	
CARD 1	CODE 1	PREPARED BY				PROJECT TOTALS		3.74	13,500,000	12	
1	14	PROGRAM APPROVAL DATES						(16)	(23)	(24)	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA (PPM 21-1)

PRESENT 34,250	FUTURE 80,200	YEAR 91	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 042	ITEM NO. 657
(66)		(70) (71) (72)			(12)	(13) (14)	(15)
DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER		I. Projects Only		
			PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. DESIG.	
			I-	205-7	(22)	301	
(71) (72)	(73) (74)	(75) 14	23 7		13 (24) (26)	27	
COUNTY NAME Clackamas				CODE 005	PROGRAM STAGE		
				(114) (115)			
ROUTE NO. I	FEDERAL-AID I-205	STATE 64	U.S. I-205	(116) (117)	1 OR ☒ 2		
ESTIMATED PROJECT COST BY PHASES					CHARACTER OF PROPOSED WORK (Full description)		
TOTAL EST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS				
(66) (67)	(76)				Gr., Dr., 6-12' lanes, H.T. Pave. with 10' shldr., 20' min. median, 1 twin O'xing str. (L. 300' H.C. 60') 4 U'xing Str. (L. 1421'), Illum. (linear & intchge.), traffic signals & RR protect serv. ROW - 215' min.; Access Control- Full Parking Restrictions - Complete.		
,500,000	12,455,100	1,044,900					
,500,000	12,455,100	1,044,900					
(23) (24)	(25)	REMARKS					

Additional Data: Items 234, 252, 444 & 543;
Projects I-205-7(1), I-205-7(2) I-205-7(5) &
I-205-7(13) respectively.

-over-

Remarks - continued.

Project Data: The project consists of grading and draining six 12-foot lanes of high-type pavement with 10-foot shoulders and a variable median (20' min.). Construction of one twin overcrossing and four undercrossing structures as tabulated below under "Structures". Install linear and intchge. illumination. Revise existing traffic signal installation (Clackamas Intchge.) and install traffic signals (Lake Rd. Intchge.). Railroad protective service will be charged to this project.

Utilities & RR: Adjustments of utility and railroad facilities are programmed under I-205-7(13)300.

Roadway: Type Code 7224; continuously reinforced Portland cement concrete pavement with cement-treated base.

Structures:

<u>M.P.</u>	<u>Description</u>	<u>Type Code</u>	<u>Est. Cost</u>
0.00	Northerly end of project.		
0.50	Sunnyside Rd. Intchge.; Br. No. 9715; Hwy. under hwy.; prestressed conc. box girder; L. 320'; H.C. 72'; 5' walk both side.	X781	\$ 704,000
1.32	O'xing S.P.T. Co.; Br. Nos. 9717 & 9717A; Hwy. over waterway & R.R.; twin prestressed beam; L. 300' ea.; H.C. 60' ea.	X381	658,000
1.47	Lake Rd. Intchge. (82nd Dr.); Br. No. 9718; Hwy. under hwy.; prestressed conc. box girder; L. 416'; H.C. 60'; 5' walk E'ly side.	X781	795,000
1.67	Lake Rd. Intchge. (Cascade Hwy.); Br. No. 9719; Hwy. under hwy.; prestressed conc. box girder; L. 446'; H.C. 40'.	X781	736,000
2.41	Clackamas Intchge; Br. No. 8911A; Hwy. under hwy.; Widen existing prestressed conc. beam in kind; L. 239'; H.C. 84';		

STONE INTERCHANGE. SECTION
205-7(22) 301

5' walk both side.	X781	\$ 188,000
Str. Total Est. Cost		\$ 3,081,000

Railroad Crossing data:

Name:	Southern Pacific Transportation Company
No. of Tracks:	One
No. of Trains:	28 freights and 2 passengers
No. of High Speed Trains	None
Existing Protection:	No existing crossing
Proposed Protection:	Overcrossing structure
Railroad Benefit:	None

Public Hearing: Have been held.

Design: FHWA approved the portion southerly of Sunnyside Road on July 17, 1969 and the portion northerly of Sunnyside Road on January 27, 1971.

State & District #2 Clearinghouse Reviews: Portion of project southerly of Sunnyside Road is exempt from review under paragraph 2(b) of IM 50-1-70 as a substantial amount (80%) of right-of-way was acquired prior to September 30, 1969. Approval received for portion of project northerly of Sunnyside Road on September 29, 1970 and September 18, 1970 respectively.

Environmental Statement: Not required as design approval granted prior to February 1, 1971.

NOTE: It is the Highway Division's present intention to require 14 trainees, as set forth in FHWA order, interim 7-2(2), on this project.

RECEIVED
SEP 17 1971

FOR FILING

I-205-7(22)301
7660

September 17, 1971

Oregon State Highway Commission

Gentlemen:

There will be presented for your consideration at the October 19 meeting a Supplemental Throughway Agreement with Clackamas County covering the Causey Avenue-Gladstone Interchange Section of the East Portland Freeway (I-205). The portion northerly of Causey Avenue to the Multnomah County Line is also covered by this agreement, which completes our agreement requirements for I-205 through Clackamas County. The original agreement was approved December 14, 1965.

This agreement generally provides for construction and maintenance of the project by the State and covers all right-of-way acquisition, grading, drainage, base, paving, structures, and signing. Clackamas County agrees to cooperate with the State to affect the relocation or adjustment of conflicting utility installations, and concurs in the State's recommendations for the closure of certain roads which are under County jurisdiction. The agreement also stipulates that the County will assume all jurisdiction, maintenance and control of certain frontage roads and connections which are to be constructed as a part of the project.

It is currently scheduled to open bids for this project on October 28. The Engineer's estimate of cost has been placed at \$13,500,000.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

A. L. Porter
State Highway Engineer

MCH:lft kw
cc Floyd Query
Tom Edwards
P. B. Klaboe
A. E. Johnson
Victor Wolfe
Ivan Merchant
P. D. Morgan
L. H. Young

Frank Hall
V. E. Skoog
P. B. Crandall
H. S. Cox
R. L. Schroeder

RECEIVED
SEP 16 1971

FORM 5-10-71 12-67
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 15, 1971

7660

SUBJECT: Footpaths and Bicycle Trails
S.E. Causey Ave.-Gladstone Int. Sec.
East Portland Freeway
Clackamas County

To:

MEMO TO THE FILE

There are several problems associated with the establishment of footpath and bicycle trails through the subject section. The right-of-way has been established and, in some cases, fill slopes will extend to the right-of-way line. Structure design has already been finalized and extensive changes in the design would be required to accommodate bicycle paths.

On a regional basis, installation of a bicycle path along this section does not appear desirable. The Highway Division is planning a footpath and bicycle trail through the Milwaukie-Oregon City area approximately 2 1/2 miles west of this I-205 section. Essential needs for expansion of this Milwaukie-Oregon City bicycle path would be north and south extensions, with east-west connectors. A trail along I-205 would duplicate the proposed Milwaukie-Oregon City bicycle path.

Based upon these factors, bicycle trails and footpaths are not being considered pursuant to Section 2, subsection 2c of Oregon Laws of 1971, which states "...other available ways or other factors indicate an absence of any need for such paths and trails."

ORIGINAL SIGNED BY

W. H. Tebeau

W. H. Tebeau

Assistant Program & Planning Engineer

WHT:dg

cc: F. B. Klaboe
L. H. Young
F. L. Hall
W. J. Hart
L. W. Rulien



SEP 15 1971
FOR FILING

I-205-7(22)
7660

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

September 14, 1971

Dear Mr. Simpson:

Re: 08-35.6 Br. No. 9715
Oregon Project I-205-7(-)305
Sunnyside Road Undercrossing
SE Causey Avenue-Gladstone Int.

We have reviewed the comments in your letter of August 17 regarding the alternate structure types considered for subject structures. The alternates are Alternate "A", cast-in-place post-tensioned concrete box girder, and Alternate "B", drop-in precast box girders with cast-in-place center bend section, post-tensioned together.

As stated in your letter, Alternate "B" would be acceptable aesthetically. However, we would prefer to use this type of construction for three structures on I-5 to be contracted in the near future, rather than at the Sunnyside Road location. Use of this type would be more economically advantageous when used on three similar type structures under one contract in regard to writing off the costs of forms. We also intend to propose structures utilizing precast prestressed elements for some of the structures to the north of the Sunnyside Road location on I-205.

In addition, the accommodation of utilities requested across the Sunnyside Road structure can be more easily done with the cast-in-place type of construction.

Based on the above discussion, we request your approval of Alternate "A" for the Sunnyside Road location.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

LLW:ag/mc
bc R. L. Porter
Tom Edwards
I. D. Merchant

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
SALEM OR 97308

DATE: AUGUST 17, 1971

In reply refer to: 08-35.6

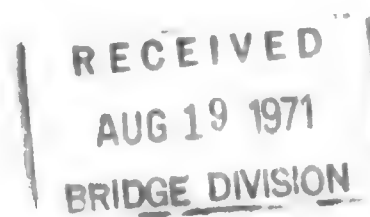
TO : MR. R. L. PORTER, STATE HIGHWAY ENGINEER
SALEM, OREGON

FROM :  R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

SUBJECT: OREGON PROJECT 1-205-7(-)305
SUNNYSIDE ROAD UNDERCROSSING - BR. NO. 9715
S.E. CAUSEY AVE. - GLADSTONE INTERCHANGE

WE HAVE REVIEWED YOUR ALTERNATE STUDY SUBMISSION DATED
AUGUST 6 AND AGREE THAT THE FOUNDATION PROPOSED APPEARS
ADEQUATE. WE WITHDRAW OUR REQUEST FOR FURTHER FIELD
TESTING.

ALTERNATE "B" IS ACCEPTABLE ESTHETICALLY AND IS IN AN
EXCELLENT LOCATION TO TRY THE "DROP-IN" TYPE OF CONSTRUCTION.
WE RECOMMEND YOU ADOPT THIS ALTERNATE.



NOTED
L. L. WALLACE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 22 1971

FOR FILING
I-265-4(92)50
A. W. KILBORN
SUPERINTENDENT
C. T. BARNES
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER
7660

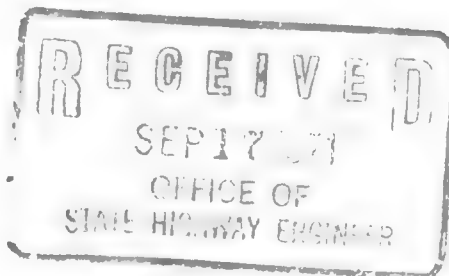
Southern Pacific Transportation Company

351 Union Station • Portland, Oregon 97209

September 14, 1971

IN REPLY PLEASE REFER TO

322
0-0-67-8



Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to your letter September 2, 1971 relative to preliminary plans for the S.E. Causey Avenue-Gladstone Interchange Section, East Portland Freeway I-205 near Clackamas.

We have reviewed the plans and they appear satisfactory. With specific reference to the proposed arch type pipe, the construction methods and shoring details will, of course, be subject to our review and approval.

In connection with the proposed haul road crossing, it is our recommendation that your contractor be required to construct a grade separation in lieu of a grade crossing for hauling approximately 300,000 cu. yds. of material from the south side of our track to the north side.

Yours truly,

A. W. Kilborn

COPIES TO:

FB KLABOE
I D MERCHANT
FL HALL
FD MORGAN
RL SCHROEDER
JACK NEILA

Routing _____
_____/Morgan _____
_____/Decker _____
_____/Bond _____
_____/Waller _____
_____/Bohms _____
_____/Johnson _____
RECEIVED
SEP 13 1971
CONSTRUCTION
DIVISION
NOTED
J. M. CARTWRIGHT

RECEIVED
SEP 8 - 1971

FOR FILE
I-205-7(22) 301
7660

409

September 7, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Simpson:

Re: Oregon Project I-205-7(-)305
Causey Ave.-Gladstone Intch. Sec.
Clackamas County; Bridge No. 9719
Your Ref. 08-35.6

We have reviewed the comments in your August 26 letter concerning the subject structure.

Attached are two copies of the foundation report upon which a revision of the pile tip elevation for Bents 1 and 2 down to elevation 99 is noted. This is the approximate elevation of the top of the dense layer of sand and gravel.

As suggested, the retaining wall on the right will flare back away from the roadway into an earth mound. In addition, a concrete shoulder barrier with a GII shape will protect the ends of the bridge rail at the other corners and be flared away from the roadway.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Att.
cc R. L. Porter
Tom Edwards
I. D. Merchant

LLW:dh ms

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCEJuly 1, 1971
Salem, OregonNOTED
C.A. GARDNER

SUBJECT:

To: Ivan D. Merchant
Bridge Engineer

B U I L D I N G

Foundation Recommendation
Cascade Highway Undercrossing
Columbia River-Lake Road Sec.
East Portland Freeway (I-205)
Clackamas County
Bridge No. 9719Location

This structure will carry the Cascade Highway over the proposed East Portland Freeway approximately 1/2 mile north of the community of Clackamas in Clackamas County, in the SW 1/4 of Section 4, T. 2 S., R. 2 E., W. M.

Fill Material

Approximately 18 feet of fill will be required at the northerly approach to the structure, at Bent 1, and will probably be obtained from nearby roadway excavation, consisting of silty, clayey sand and gravel. Steel 'H' piling may be driven through this material with no difficulty, but preboring or spudding through the fill to original ground will probably be required if displacement piling are used.

Foundation Material

From 10 to 12 feet of medium stiff clayey silt lie at the ground surface at this site, underlain by silty fine sand containing a few gravels in the upper elevations, increasing in gravel content with depth. Approximately 30 to 40 feet below the ground surface, and sloping gradually upward to the south, contact is made with the upper surface of very dense sand and gravel, probably the Portland Terrace Gravels, near elevation 95 at Bent 1 up to elevation 107 at Bent 5.

Foundation Recommendation

14" Prestressed Concrete piling driven to 50 tons resistance each may be satisfactorily used in this location to support all bents of the structure. These piles, after penetrating the softer upper silts and silty sand, should obtain bearing rapidly after reaching the underlying gravel areas. Piling at Bent 1 only will require preboring through the fill to original ground.

Page 2
Ivan D. Merchant
July 1, 1971

Expected pile lengths and elevations are as follows:

14" Pres. Conc. Piles (50 T)

	<u>Bent Elev.</u>	<u>Av. Tip Elev.</u>	<u>Max. Lgths.</u>
Bent 1	144		
2	132	~~104~~ 99 } m.c. 9-2-71	42' (prebore fill)
3	120	~~104~~ 99	30'
4	137	102	20'
5	148	116	24'
		122	30'

Retaining Wall 9719-A

The retaining wall extending southward from the easterly side of Bent 5 may be supported on spread footings at loads not to exceed 1 ton per square foot in the very stiff clayey silt in this area. A shear wall extending below the footing is recommended for added lateral support, with a minimum footing depth of 5 feet below existing ground.

Retaining Wall 9719-B

The retaining wall paralleling the northbound lane of the freeway near Bent 4 may be supported on spread footings in the silty fine sand and gravel near Elevation 122 at loads up to 1 1/2 tons per square foot.

Marion A. Craft
Marion A. Craft
Foundations Engineer

JD/ag

cc: A. A. Rear
W. J. Hart
L. L. Wallace
C. G. Swenson

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 26, 1971

FROM : *Haskell*
Mr. R. E. Simpson, Division Engineer
Salem, Oregon

In reply refer to: 08-35.6

SUBJECT: Oregon Project I-205-7(-)305
Cascade Highway Undercrossing; Bridge No. 9719
S. E. Causey Avenue - Gladstone Interchange Section

Mr. Merchant's June 10 letter submitted preliminary plan data for this structure. The architectural sketch was received June 15 and the foundation data was received August 23.

I understand that in the interim, the structure width has been revised from the 42' shown to 40'. This will provide temporary (and future, if needed) two lane access to 82nd Avenue during the construction of the northern section of the I-205 freeway. The structure is approved as revised.

The overall structural appearance is generally good, especially your proposed wall treatment.

The foundation report calls for preboring for piling at Bent 1. This is good. Our analysis of the foundation log indicates, however, that the piling at Bents 1 and 2 will be about five feet short of the required bearing. The piling for the rest of the structure appear quite long enough.

The Cascade Highway retaining wall on the right should flare back away from the roadway into a false cut or earth berm. The bridge end rail on the left should also be extended back into a similar berm on that side.

NOTED
TOM EDWARDS



RECEIVED
SEP 2 1971
BRIDGE DIVISION



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

SEP 7 - 1971

FOR FILE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

September 2, 1971

Salem, Oregon

I-205-7(22)501
7160
To:

SUBJECT:

A. E. Johnson
Assistant State Highway Engineer

Causey Ave.-Gladstone Int. Section
East Portland Freeway
Prefix No. 626-1909-906

BUILDING

In order to complete PS & E for subject project for the October 28, 1971 letting, we are making a request for overtime for the following personnel starting September 7, 1971.

			<u>Overtime Rate/Hr.</u>	<u>Cost</u>
Robert M. Dixon	HE-3	40	9.71	\$388.40
Steven H. Garlick	HE-1	40	7.61	202.80
Wilford G. Beard	HE-3	40	9.71	388.40
Charles O. Tedrow	ET-3	24	7.61	121.68
Mouhamed H. Baroudy	HE-4	24	11.24	269.76
Thomas E. Bricher	HE-4	24	10.70	256.80
Dennis J. Epping	HE-3	24	9.71	233.04
John Laing	ET-4	8	8.79	70.32
William M. King	ET-3	40	7.61	304.40
Gary M. Holstad	ET-1	40	5.67	226.80
Lloyd B. Walker	ET-4	40	8.79	351.60
Michael C. Young	ET-2	40	6.89	275.60
Robert L. Malcolm	HE-4	24	11.24	269.76
Gerald W. Test	HE-4	24	11.24	269.76
Thomas E. Artherton	HE-4	40	10.70	428.00

Total \$4,057.12

Approval for the above overtime is hereby requested.

L. L. Wallace

L. L. Wallace
Bridge Design Engineer

LLW/ag

9-3-71
Cyril to Merchant
to Skoog

9-3-71
Approved
Asst. State Hwy. Engr.

Form HWA-121 (12-67)

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

SEP 7 1971
Memorandum

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 31, 1971

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

In reply refer to: 08-35-DA

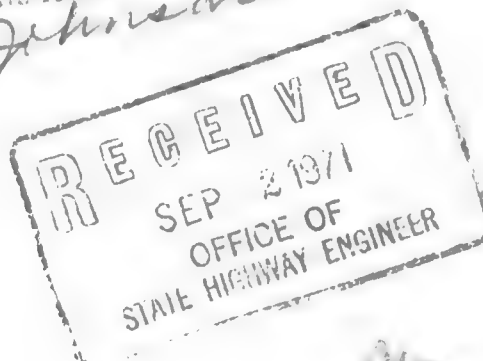
SUBJECT: Oregon I-205-7(2)301
SE. Causey Avenue - Gladstone Interchange Section
East Portland Freeway

The preliminary illumination plans for this section as submitted with Mr. Merchant's August 26 letter have been reviewed. The level of illumination (1.0 footcandles maintained) seems high since there is very little background lighting in existence at the current time. The potential for development, however, is great; there may be justification for a design that would not need revision in the foreseeable future. I suggest that this factor be given consideration if you have not already done so.

The illumination of the portion of the Lake Road Interchange involving the interchange with Clackamas Highway and 82nd is not eligible for financing with Interstate funds. This involves nine towers and nine 50-foot poles with 700 watt luminaires. This installation is eligible for financing with other Federal-aid funds, however, and could be included in the same contract with joint programing.

With these comments in mind, the preliminary plans are considered acceptable for incorporation in the final design.

9-7-71
RECEIVED TO
Hed - Merchant
By Asst. State Hwy. Engr.
Johnson



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
LEE JOHNSON
ATTORNEY GENERAL

FOR FILING
JAMES W. FILING, JR.
DEPUTY ATTORNEY GENERAL

100-7-22
7660



DEPARTMENT OF JUSTICE

100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

August 27, 1971

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY

ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS	JOHN R. MCCULLOCH
JAMES P. CRONAN, JR.	FRANK G. MCKINNEY
QUINTIN B. ESTELL	EARL W. PRESTON
LAWRENCE J. HALL	R. KEN ROBERTS
LESLIE B. HAMPTON	JAMES A. SANDERSON
ROBERT A. HOLLAND	JACK L. SOLLIS
DONALD J. HOWE	CARLOTTA M. SORESEN

ASSISTANT ATTORNEYS GENERAL

Diarmuid F. O'Scannlain
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: PUX 798
SXF 561
East Portland Freeway Overcrossing of Southern Pacific
Transportation Company

Dear Mr. O'Scannlain:

Enclosed, please find five copies of revised drawings number 26836, 22807 and 22808 on the above subject file. The submission of the revised drawings is necessary to show an increase in roadway width and a minor change in the grade line.

It is not anticipated that these minor changes will in any way affect the order that has already been issued on this file.

Very truly yours,

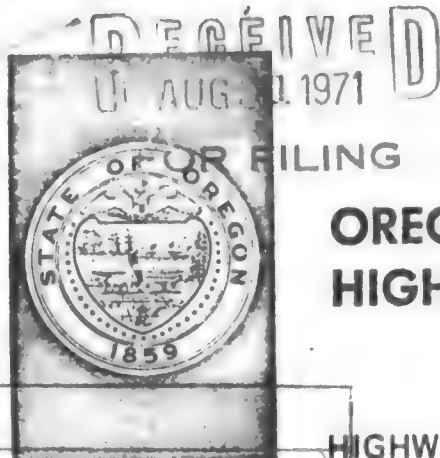
LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:mjg
Enclosures
cc- Tom Edwards
F. B. Klaboe
Ivan D. Merchant
F. D. Morgan
T. W. Litchfield
L. W. Rulien

NOTED
TOM EDWARDS





**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 26, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
E. J. JONES

Dear Mr. Simpson:

S. E. Causey Ave.-Gladstone Interchange Sec.
East Portland Freeway
Clackamas County
Bridge 13556
Illumination

Attached are two prints of a preliminary plan showing the proposed illumination for the above subject project. Also attached are one print each of photometric sheets and current ADT.

This project will consist of tower illumination at the interchanges and lineal illumination between.

The tower illumination at the interchanges is designed to 1.0 foot-candles maintained at a 3:1 uniformity ratio and is provided by 1000 watt metal halide luminaires. The servicing of these luminaires will be provided by means of either lowering devices or service car, depending on pole location and accessibility.

The lineal illumination is designed to 1.0 footcandles maintained at a 3:1 uniformity ratio and is provided by 1000 watt metal halide luminaires mounted on 50-foot steel breakaway poles.

In addition to the lineal and interchange lighting on the East Portland Freeway, we have shown nine 700-watt mercury vapor luminaires on the Clackamas Highway beginning at the Lake Road Interchange and extending back to Johnson Road. This lighting was originally included in the Harmony Road Interchange-Cascade Highway Section, Contract 7261 (which had Federal Highway approval) but was deleted from the project. Operational experience on this section of highway since it was completed has indicated that lighting is needed back to Johnson Road.

Mr. R. E. Simpson
Page 2
August 26, 1971

This installation is similar to that submitted and approved by your office for the Gladstone-Oregon City contract, a copy of which is attached.

The lineal lighting on this project is warranted under case A-3. The interchange lighting at the Sunnyside Road Interchange is warranted under case B-2 and A-3, the lighting at the Lake Road Interchange is warranted under case B-2 and A-3, and the lighting at the Clackamas Interchange is warranted under case B-2, B-3 and A-3 of "An Informational Guide for Roadway Lighting" as published by AASHO, March, 1969.

The general concept of lineal and interchange lighting has had prior approval by the Federal Highway Administration for this freeway to the Columbia River.

The estimated cost of this project is \$630,000 which includes an allowance for engineering and contingencies. As it is intended to open bids on this project on October 28, 1971, an early review of this proposal would be appreciated in order that final design may be completed.

If questions arise during the review of this project, please contact us.

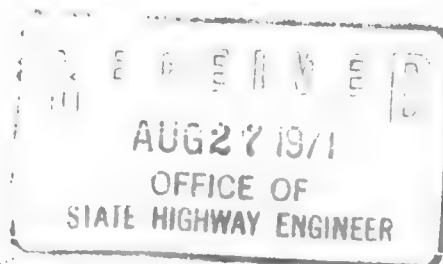
Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

DOC:dh
Attachments

cc A. E. Johnson
V. E. Skoog
L. H. Young
L. E. George



RECEIVED
AUG 19 1971

FORM FHWA-121 (12-67)

FOR UNITED STATES GOVERNMENT

Memorandum

I-205-7(-)305

TO : MR. R. L. PORTER, STATE HIGHWAY ENGINEER
7660 SALEM, OREGON

FROM : R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

SUBJECT: OREGON PROJECT I-205-7(-)305
SUNNYSIDE ROAD UNDERCROSSING - BR. No. 9715
S.E. CAUSEY AVE. - GLADSTONE INTERCHANGE

WE HAVE REVIEWED YOUR ALTERNATE STUDY SUBMISSION DATED AUGUST 6 AND AGREE THAT THE FOUNDATION PROPOSED APPEARS ADEQUATE. WE WITHDRAW OUR REQUEST FOR FURTHER FIELD TESTING.

ALTERNATE "B" IS ACCEPTABLE ESTHETICALLY AND IS IN AN EXCELLENT LOCATION TO TRY THE "DROP-IN" TYPE OF CONSTRUCTION. WE RECOMMEND YOU ADOPT THIS ALTERNATE.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
SALEM OR 97308

DATE: AUGUST 17, 1971

In reply refer to: 08-35.6

L.
A. E. J.



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Aug-71
orig to merchant
"Bring plans &
discuss" A.E.J.

RECEIVED
AUG 17 1971

Form 710-121
UNITED STATES GOVERNMENT

FOR FILING

Memorandum

TO : MR. R. L. PORTER, STATE HIGHWAY ENGINEER
SALEM, OREGON

FROM : MR. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

SUBJECT: OREGON PROJECT 1-205-7(-)305
82ND DRIVE UNDERCROSSING - BR. No. 9718
S.E. CAUSEY AVE. - GLADSTONE INTERCHANGE

YOUR AUGUST 6 LETTER (SIGNED BY MR. JOHNSON) IN REPLY
TO OUR QUESTIONS ON THE ABOVE STRUCTURE ADEQUATELY
SUPPORTS YOUR SELECTION.

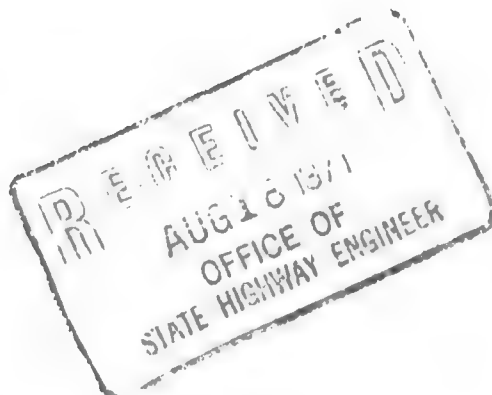
THE SLIGHT CURVE ON THE END OF THE STRUCTURE WOULD
COMPLICATE UTILITY INSTALLATION FOR A "DROP-IN" BOX
STRUCTURE. WE HEREBY APPROVE YOUR SUBMISSION AS
ORIGINALLY SUBMITTED.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
SALEM OR 97308

DATE: AUGUST 17, 1971

In reply refer to: 08-35.6



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

*5-19-71
orig to Portland
"Bring plans & discuss"
A. E. J.*

RECEIVED
AUG 9 - 1971
FOR FILING

Chief
- R/H
E P F

August 6, 1971

387
Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Oregon I-205-7(-)305
82nd Drive Undercrossing
08-35.6

Your June 28 reply to our preliminary submission on the subject structures requested some additional information.

A preliminary layout and estimate for a combination poured-in-place precast drop-in span was not made for this crossing. The estimated cost differential between the requested structure type and the drop-in type of span arrangement was based on detailed cost studies made for the Sunnyside Road Undercrossing. The discussion contained in our August 5 letter pertaining to the problem of carrying utilities in alternate types of structures is also applicable to subject structure.

The footings at Bent 3 were founded below the northbound inner ditch line with a minimum cover. This will allow for any future use of the median area at proposed pavement elevation.

Consideration was given to supporting the south end of the structure on an abutment built into the retaining wall. A similar condition existed at the undercrossing of the Cascade Highway immediately south of this structure. In the cost study for that structure it was found that the abutment type arrangement was equal in cost to the open span arrangement with shallow walls. A high abutment in an area where the requirements are for only a low wall is not considered satisfactory in appearance.

Mr. Simpson
Page Two
August 6, 1971

We believe that the two-span structure submitted which incorporates moderate sized abutments set back from the roadway is the most desirable both from the standpoint of cost and appearance.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

LLW/MJH/dh/ag/mc

cc R. L. Porter
Tom Edwards
I. D. Merchant

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATIONBox 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

FROM : *[Signature]* R. E. Simpson, Division Engineer
Salem, Oregon

DATE: June 28, 1971

In reply refer to: 08-35.6

SUBJECT: Oregon I-205-7(-)305
82nd Drive Undercrossing

Preliminary plans submitted with Mr. Merchant's June 10 letter have been reviewed in this office.

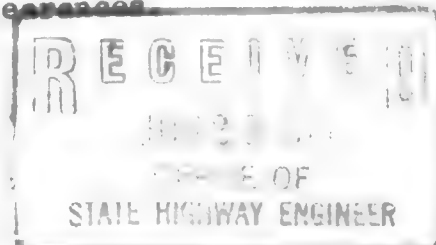
You indicate in your letter that the post tensioned box girder structure is within 8 percent of the cost of the less desirable type structure. We assume the less desirable structure is a precast prestressed girder drop-in span. We would like to have a more detailed work-up of this alternate, including an estimate, for our review. We believe that drop-in girders might be appropriate in this area, inasmuch as there will be one prestressed girder bridge in the section.

We note that the foundation report recommends either piling or spread footings at Bent 3. The layout shows a spread footing. We concur in this choice as we believe the piling, if used, could be only 15 to 20 feet long.

We also note that the footing at Bent 3 is some 12 feet below the ground. We suggest that it be raised to some minimal depth, say 5 feet. The drill log indicates the material is similar at either elevation.

We suggest that you consider supporting the south end of the bridge on an abutment built into the retaining wall. The wall could be raised to catch the fill and blend into the structure. Another alternative would be to place a pier at the wall and cantilever the bridge end to the fill.

Consideration should be given to moving the north end support down the fill and cantilevering that end of the bridge also. This would rebalance the spans and considerably reduce their length while still providing the necessary clearances.

NOTED
W. J. HART*al H*NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

LEE JOHNSON
ATTORNEY GENERAL

RECEIVED
AUG 25 1971



JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

FOR FILING

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

August 16, 1971

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY

ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCGULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA M. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Mr. Tom Edwards
Deputy State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: In the Matter of the Application of the
STATE OF OREGON, by and through its State
Highway Commission, for authority to con-
struct overcrossing over the tracks and
right of way of the Southern Pacific Trans-
portation Company, known as the East Portland
Freeway Overcrossing Project, in the NE 1/4
SW 1/4, of Section 4, T. 2 S., R. 2 E., W.M.,
Clackamas County

Dear Tom:

Herewith I hand you a copy of Order No. 71-421 issued
by the Public Utility Commission under date of August 11,
1971, relative to the above subject matter.

Very truly yours,

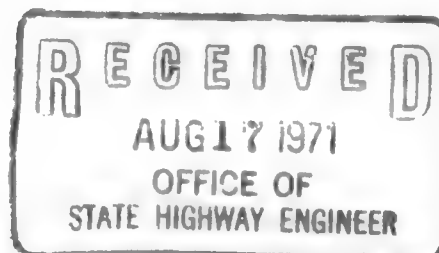
LEE JOHNSON
Attorney General

Jack L. Sollis
Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:jm
enc.

cc: F. B. Klaboe
Ivan Merchant
Frank Morgan
R. N. Bothman
L. W. Rulien
Burghart
T. W. Litchfield
G. N. Hopkins
R. P. Hamilton
H.S. Cox

NOTED
TOM EDWARDS



Order No. 71 - 421

Crossing No. C 760.90A

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON
SXF-561

In the Matter of the Application of)
the STATE OF OREGON, by and through)
its State Highway Commission, for)
authority to construct overcrossing)
over the tracks and right of way of)
the Southern Pacific Transportation)
Company, known as the East Portland)
Freeway Overcrossing Project, in)
the NE 1/4 SW 1/4, of Section 4, T. 2 S.,)
R. 2 E., W. M., Clackamas County)

ORDER

On June 16, 1971, the State of Oregon, by and through its State Highway Commission, duly filed an application with the commissioner seeking authority to construct a new overcrossing over the tracks and right of way of the Southern Pacific Transportation Company, known as the East Portland Freeway Overcrossing Project in Clackamas County, Oregon.

Copies of the application were duly served upon the Southern Pacific Transportation Company and the Clackamas County, Oregon, Board of Commissioners.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS chapter 763 are in issue and no hearing will be required.

Based upon the application, the files and field investigation of the commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

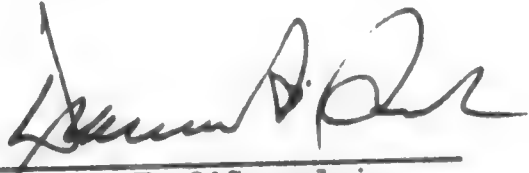
ORDERED that:

- (1) The authority to construct the overcrossing as requested herein is hereby granted.
- (2) Applicant shall construct and maintain the overcrossing structure and all highway appurtenances thereto, and bear all the costs thereof.

- (3) Southern Pacific Transportation Company shall maintain the railroad tracks and appurtenances at its own expense.
- (4) Railroad shall, subject to reimbursement by applicant:
 - (a) furnish such engineering, inspection, watchmen, and flagmen services as shall be necessary to protect railroad operations during the period of construction of the project; and
 - (b) remove and protect the signal and communication lines during the same period and replace in final location upon the completion of the construction.

Made, entered and effective AUGUST 11 1971.




Diarmuid F. O'Scannlain
Public Utility Commissioner

RECEIVED
AUG 10 1971



FOR FILING

OREGON STATE
HIGHWAY DIVISION

I 200 11/22/71

HIGHWAY BUILDING

SALEM, OREGON • 97310

August 10, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

East Portland Freeway I-205
Causey Ave.-Gladstone Intch. Sec.
SPRR Overcrossings
Bridges 9717 and 9717A

Attached are two prints of plan and elevation
drawing 26836.

The roadway width has been increased by 6 feet from
the previously approved dimension. This was done to provide
a 10 foot shoulder plus a 2 foot offset to align with the
shoulder barrier on the left side of the approaching roadway
sections. Recent correspondence from your office indicates
that this is acceptable.

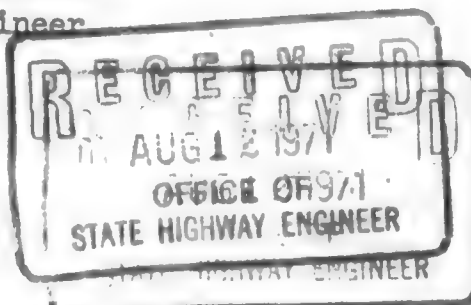
Approval of the revised roadway width and a revision
to the type "G" rail, which eliminates the metal pipe on top
of the concrete section, is hereby requested.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

LLW:dh
Attachment
cc A. E. Johnson
L. H. Young
V. E. Skoog



NOTED
A. E. JOHNSON

RECEIVED
AUG 9 - 1971

FOR FILING

I-205-7(22) 301
7660

August 6, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: 08-35.6
Oregon I-205-7(-)305
Sunnyside Road Undercrossing

Enclosed are two prints of Drawing No. 27201 which is the preliminary plan and elevation for the Sunnyside Road structure revised to show the 72-foot roadway width referred to in your letter of June 28.

Also enclosed are two prints of preliminary plan and elevation drawings of two alternate types of structures, both of which utilize precast box section and a cast-in-place section at the center bent. Adequate full-structure-length post-tensioning would be used to connect the precast elements to the cast-in-place section.. We do not feel that either Alternate "B" or "C" would have the superior appearance of our proposed structure (Alternate A).

In the area where the subject section is to be constructed, provision for existing and future utilities is an important consideration. Provision for carrying of utilities, with access to them, can be made under Alternate "B". However, the installation would be costly, as the lines would have to be threaded in from the ends of the precast units.

As provision is not possible for utilities and access crawl holes in the narrower precast box sections of Alternate "C", we feel that this type of structure is inappropriate for this location.

Mr. Simpson
Page Two
August 6, 1971

Drilling at exact bent locations will be very difficult. Sunnyside Road is two lanes with narrow shoulders and drainage ditches on each side and has heavy traffic. Original drilling was done in driveways close to the ends of the structure. The top 3 to 5 feet of basalt is weathered and not considered suitable for spread footings and should be easily penetrated by steel piling. The center bent footing is set below the southbound ditch line with one foot of cover. This will allow future use of the median area.

We are requesting your approval of the poured-in-place post-tensioned concrete box girder as shown on Drawing No. 27201. The cost of this structure with the 72-foot roadway is \$704,000 based on estimated quantities and including an allowance for engineering and contingencies.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Enclosures

LLW:ag/mc

bc R. L. Porter
Tom Edwards
I. D. Merchant

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

FROM : *[Signature]*
R. E. Simpson, Division Engineer
Salem, Oregon

DATE: June 28, 1971

In reply refer to: 08-35.6

SUBJECT: Oregon I-205-7(-)305
Sunnyside Road Undercrossing

Mr. Merchant's June 10 letter submitted preliminary plan data for this project.

The traffic data barely supports a four-lane structure and the County's June 11 letter indicates their intent to widen the approach roadways. Accordingly, we will approve a four-lane structure width of 72 feet with two 5-foot sidewalks. This is in keeping with the County's proposal shown on your interchange sheet.

Mr. Merchant's transmittal letter indicates that a precast structure was studied and is 8 percent less expensive than the proposed structure. We would like to review the plans and estimate for this alternate as we believe this span arrangement would be very suitable for precast construction.

The foundation data shows basalt relatively close to the surface throughout the structure site. Bent No. 1 is founded in the basalt some 3 to 4 feet, assuming the layer is uniform. Abutment 2 piles are shown to be about 15 feet long, also assuming the layer is uniform. We believe that further drillings at the footing locations would be appropriate to fix the elevation of the basalt. At Bent 1 the footing could probably be raised several feet to fall on or just into the rock. At Abutment 2 it could be found that the piling would only be 8 to 10 feet long and inappropriate.

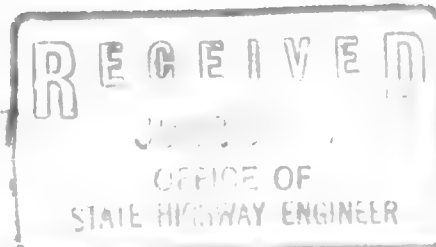
A Johnson



NOTED
TOM EDWARDS

NOTED

NOTED
W. J. HART



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 5 - 1971

FOR FILING

T-205-7(22) 361
7660

August 4, 1971

4261
Oregon State Highway Commission

Gentlemen:

It is planned to install traffic signals at two intersections at the Lake Road Interchange as a part of the construction project for the Gaussy Avenue-Clatskanie Section of the East Portland Freeway. At the present time, there are traffic signals at four intersections on the Clackamas Highway to the west of the Lake Road Interchange.

It is desirable to revise the existing signals to provide an interconnected computerized traffic signal system, which in turn would be interconnected to the projected signals at the Lake Road Interchange. The estimated cost of the revision of the existing signals is \$30,000. It is proposed to do this work as a part of the overall contract and charge the \$30,000 to State Construction Funds. Your approval of this expenditure is recommended.

This matter will be on the agenda for the September 7 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

VPJ:pb kw
bc Floyd Query
Tom Edwards
F. B. Klaboe
V. D. Wolfe
F. B. Crandall
L. H. Young
V. E. Skoog
R. H. Bothman
H. S. Cox
L. W. Rulien
R. L. Schroeder

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 6, 1971

JUL 16 1971

TRAFFIC ENGINEER. I

SUBJECT:

To:

F. B. Klaboe
Assistant State Highway Engineer

Traffic Signal Study
Causey Avenue-Gladstone Section
East Portland Freeway

B U I L D I N G

Attached is a report recommending two new traffic signal installations at ramp terminals located in the I-205 Interchange area with the Cascade Highway. The report is self-explanatory.

I might amplify the comments in the report concerning excessive stoppages at the four existing traffic signal installations. We have had considerable complaint from Clackamas County and from our own Regional Office concerning the operation of these four signals. I would concur in the recommendation for the two new signals, plus interconnection to form a computerized signal system.

If you approve, we will care for the inclusion of material in the forthcoming contract. It is realized that a portion of the recommended project will not be on a participating basis.

L. E. George
L. E. George
Operations Engineer

LEG:ap
Attachment

Approved

7/15/71

F. B. Klaboe

Asst. State Hwy. Engr.

Please prepare letter to lower address state portion to your main bottom fund.

File not'd to George 7-7-71; discuss

\$70,000 + provide of computer 2 in the sections on Interstate computer \$30,000 for computer 100% state money



OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 30, 1971

To: L. E. George
Operations Engineer

O F F I C E

SUBJECT:

Traffic Signal Study
Causey Ave.-Gladstone Section
East Portland Freeway

The Causey Avenue-Gladstone Interchange Section of the East Portland Freeway is scheduled for the September 30 bid opening. Attached are materials gathered during a study of the need for traffic signals at the three interchanges within the section.

The anticipated volumes at the Sunnyside Road Interchange are too low for signalization to be warranted. At the Clackamas Interchange the major volumes at the ramp terminal intersections make right-turn movements and it is not believed that signals are needed.

At the Lake Road Interchange, the Clackamas and Cascade Highways and the East Portland Freeway interchange in a complicated series of ramps. The traffic volumes and the expressway character of the Clackamas Highway indicate the need for signalization of the two major ramp terminals as shown on the attached map.

When the two new signals are installed, these plus the four existing signals on the Harmony Road-Cascade Highway section of the Clackamas Highway will result in six signals in a 1.5 mile section of highway. We are getting excess stoppages with the four existing signals. The additional two will increase the problem. There is a two-mile gap between the last signal in the existing TM system and the first in this six-signal series. Extension of the existing system seems neither desirable nor practicable.

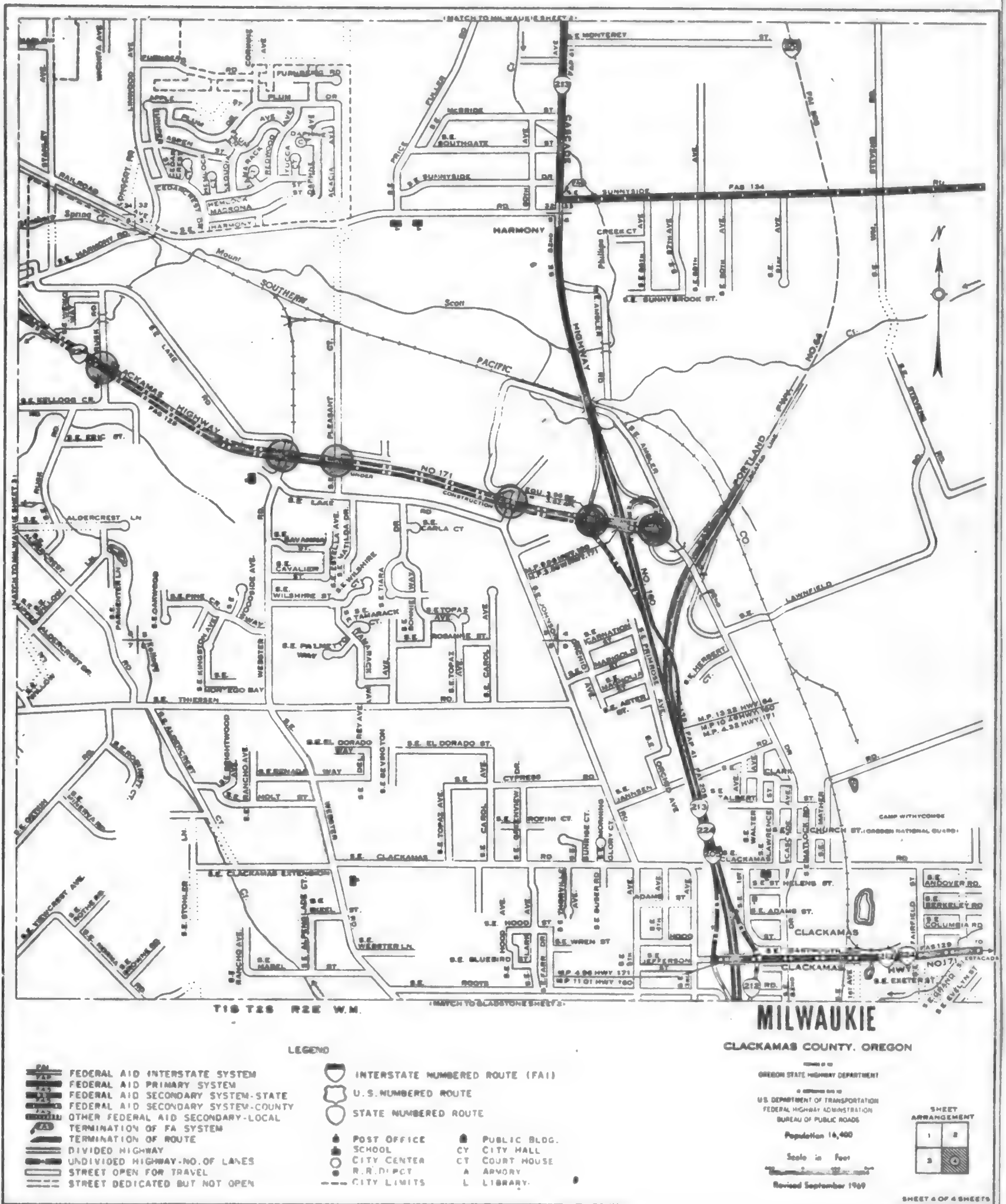
It is recommended that the six signals shown on the attached city map be combined into a separate TM system. The estimated cost of the complete system is \$100,000. Of this amount, the two new installations, plus a proportionate amount of the cost of the master control equipment, is estimated to cost \$70,000. Conversion of the existing installations plus their share of the interconnect and mastering equipment is estimated to cost \$30,000.


Val Johnson

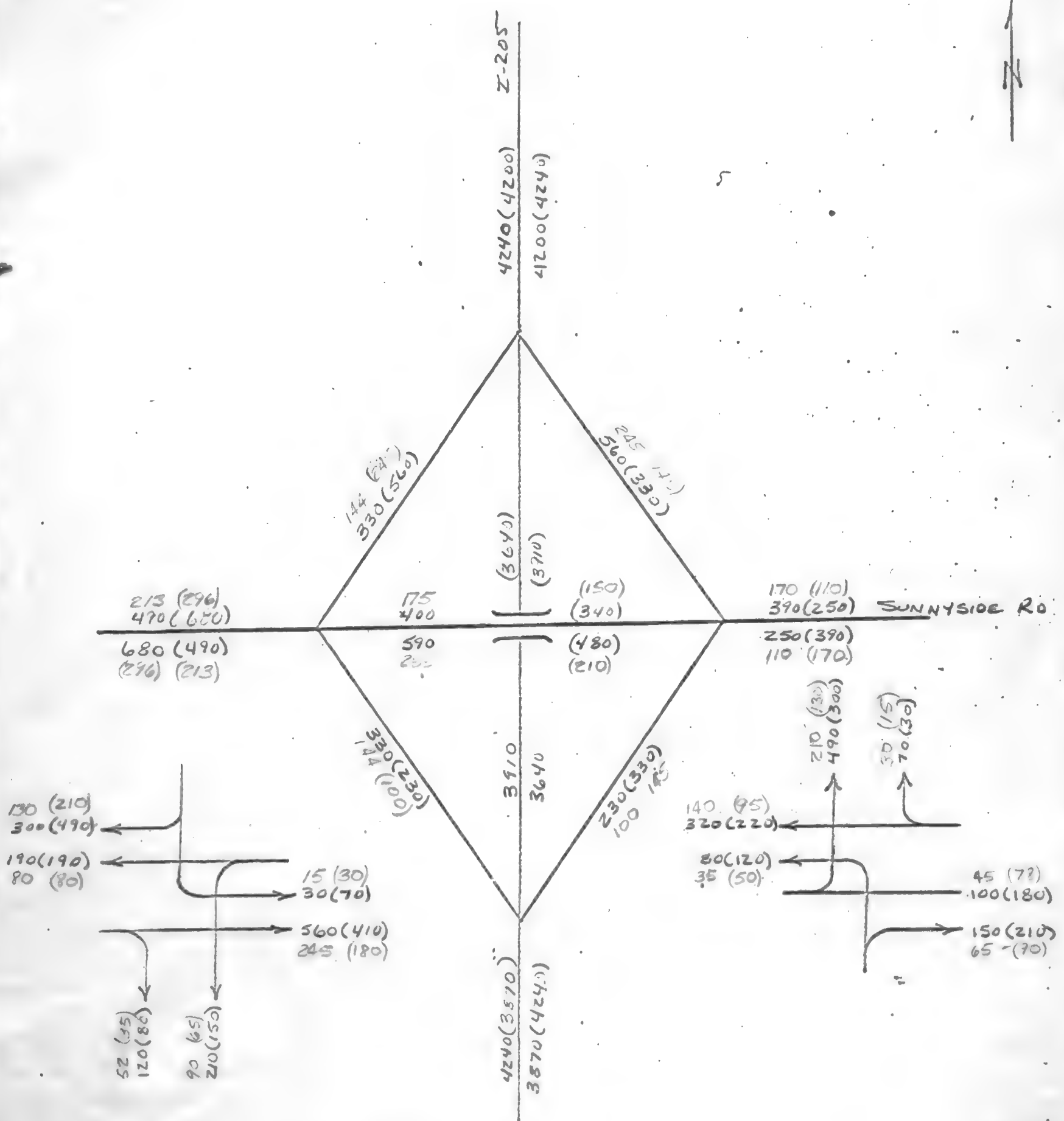
Traffic Control Engineer

VPJ:pb

SP-22475-Attach.



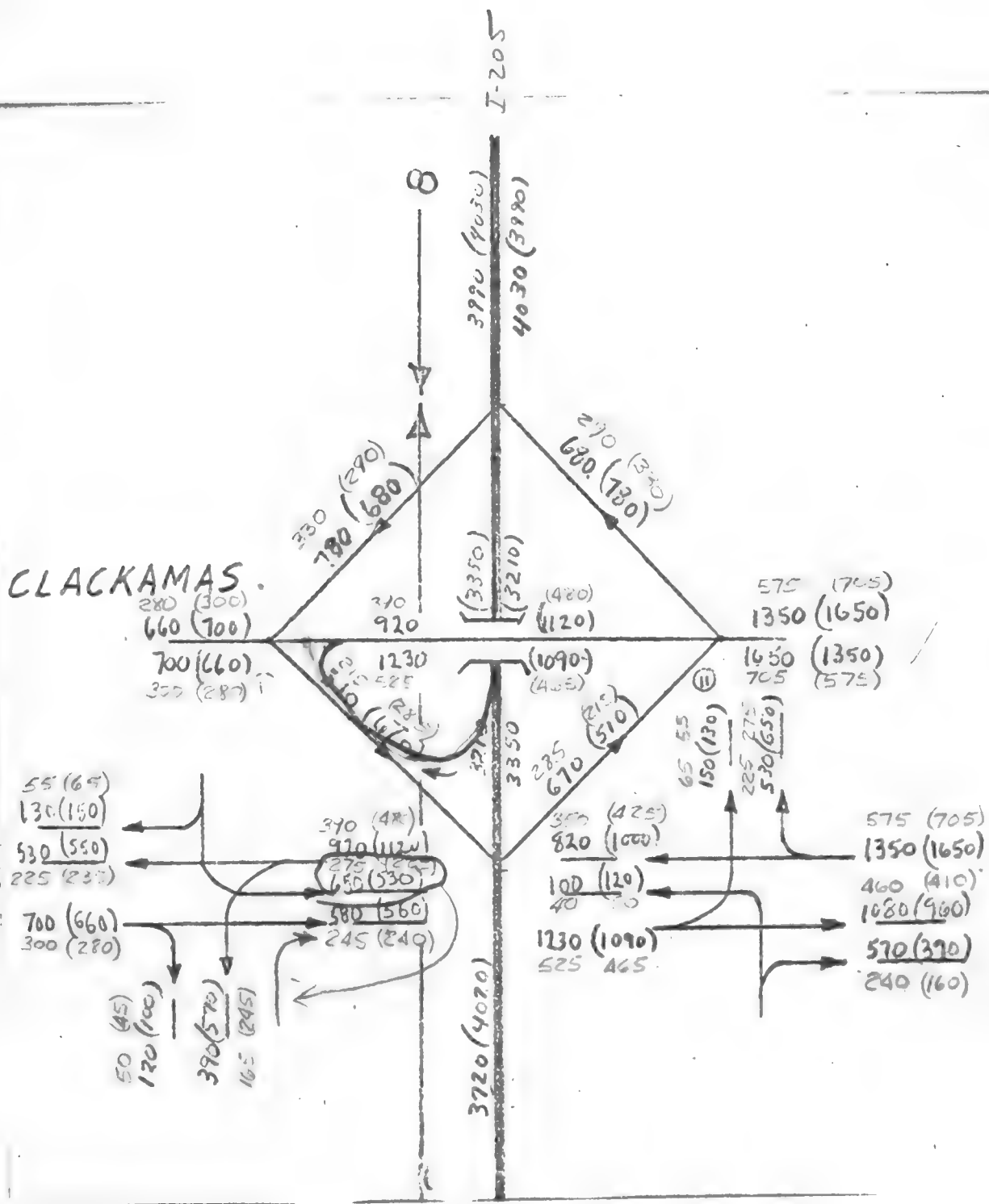
- Existing Traffic Signals
- Recommended Traffic Signals



1970 TO 1990 GROWTH FACTOR = 2.3

1990 DHV 1970 DHV
 AM XXX AM
 PM (XXX) (PM)

JUN 71



1970 DHV

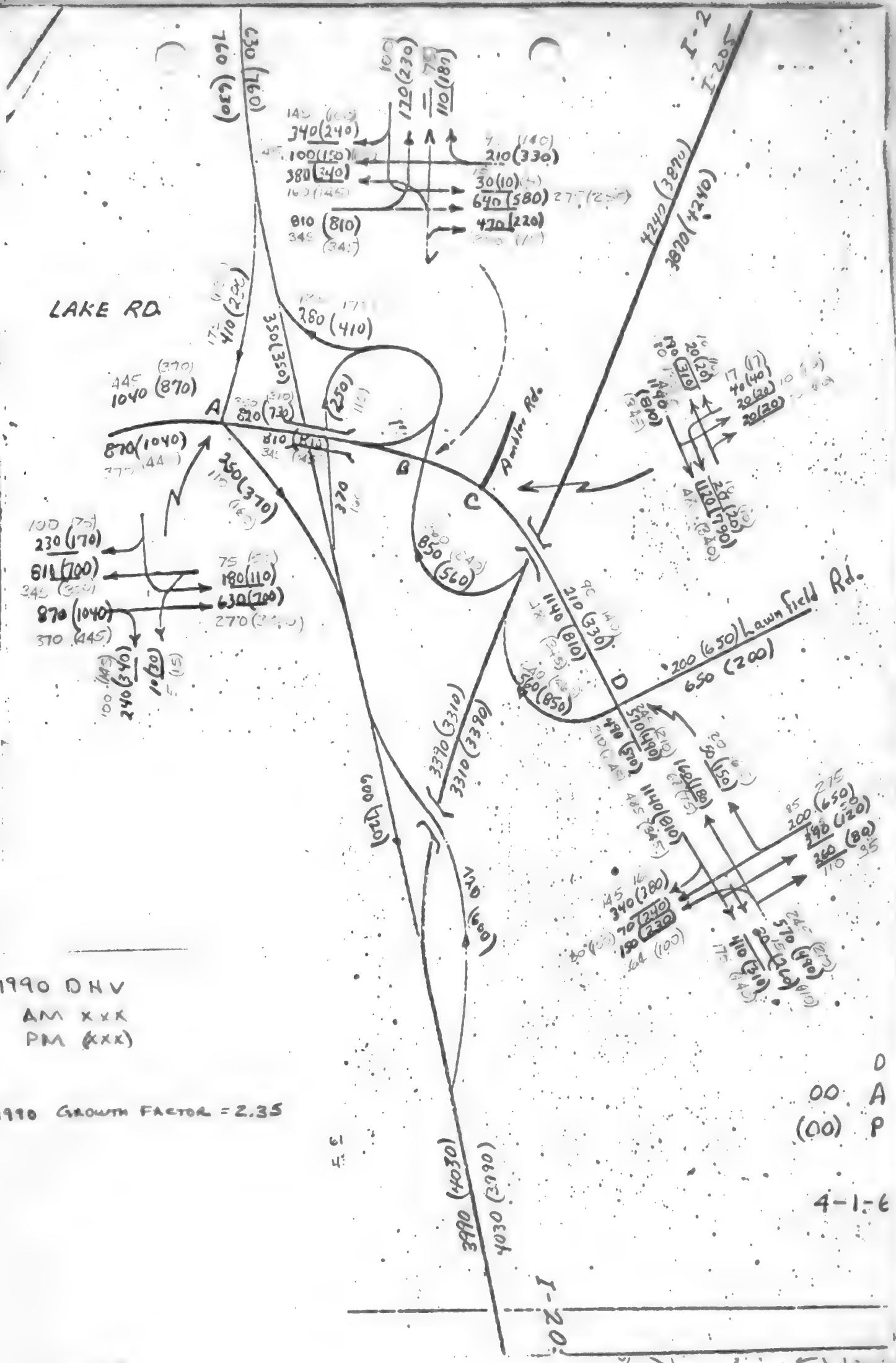
AM
(PM)

1990 DHV

AM xxx
PM (xxx)

1970 TO 1990 GROWTH FACTOR = 2.35

JUN 71



1970 DNV
AM
(PM)

1990 DNV
AM XXX
PM (XXX)

1970 TO 1990 GROWTH FACTOR = 2.35

D
00 A
(00) P

4-1-6

62.83

Lake Rd.

JUN 71

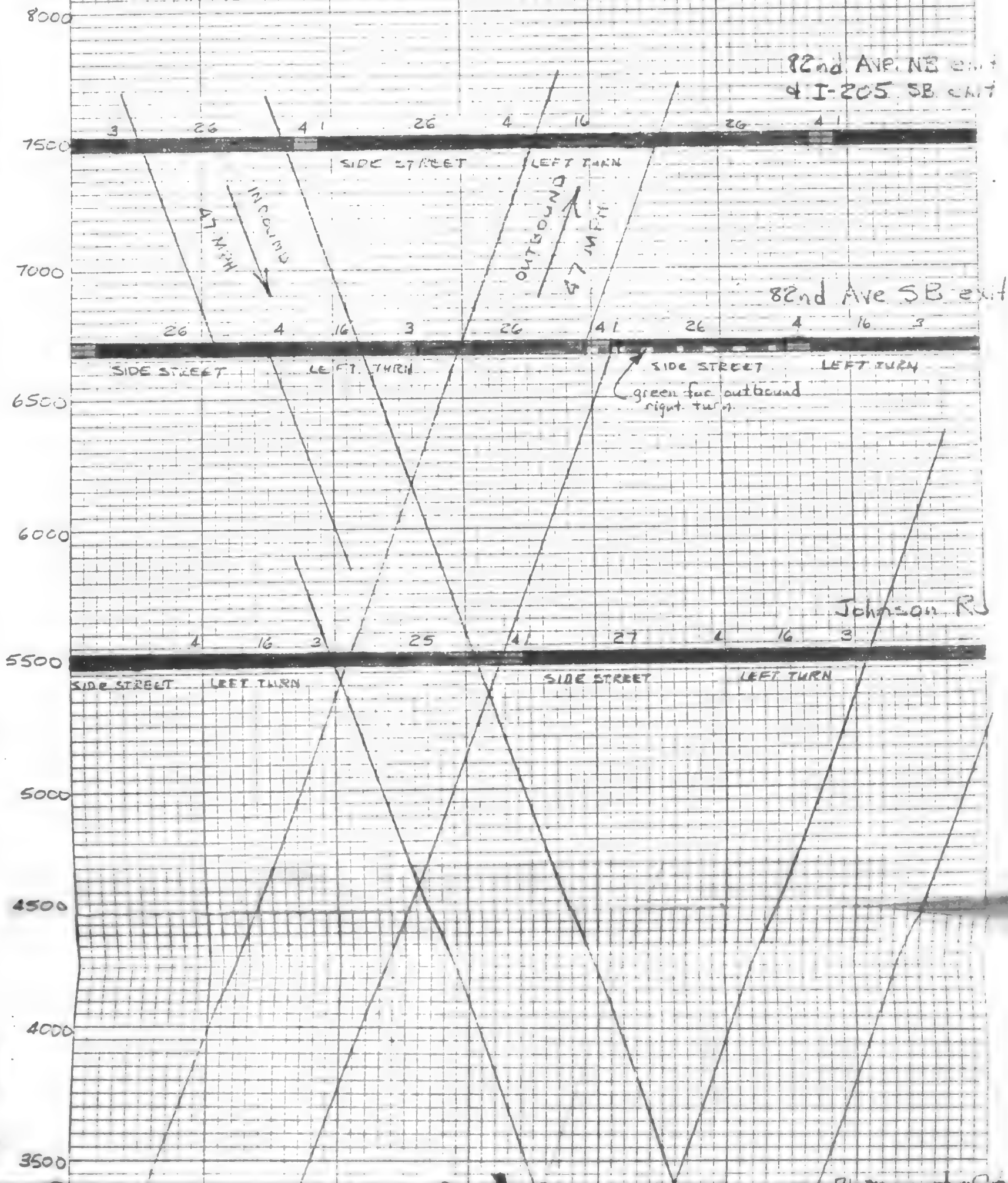
in feet

TRAFFIC SIGNAL TIMING DIAGRAM

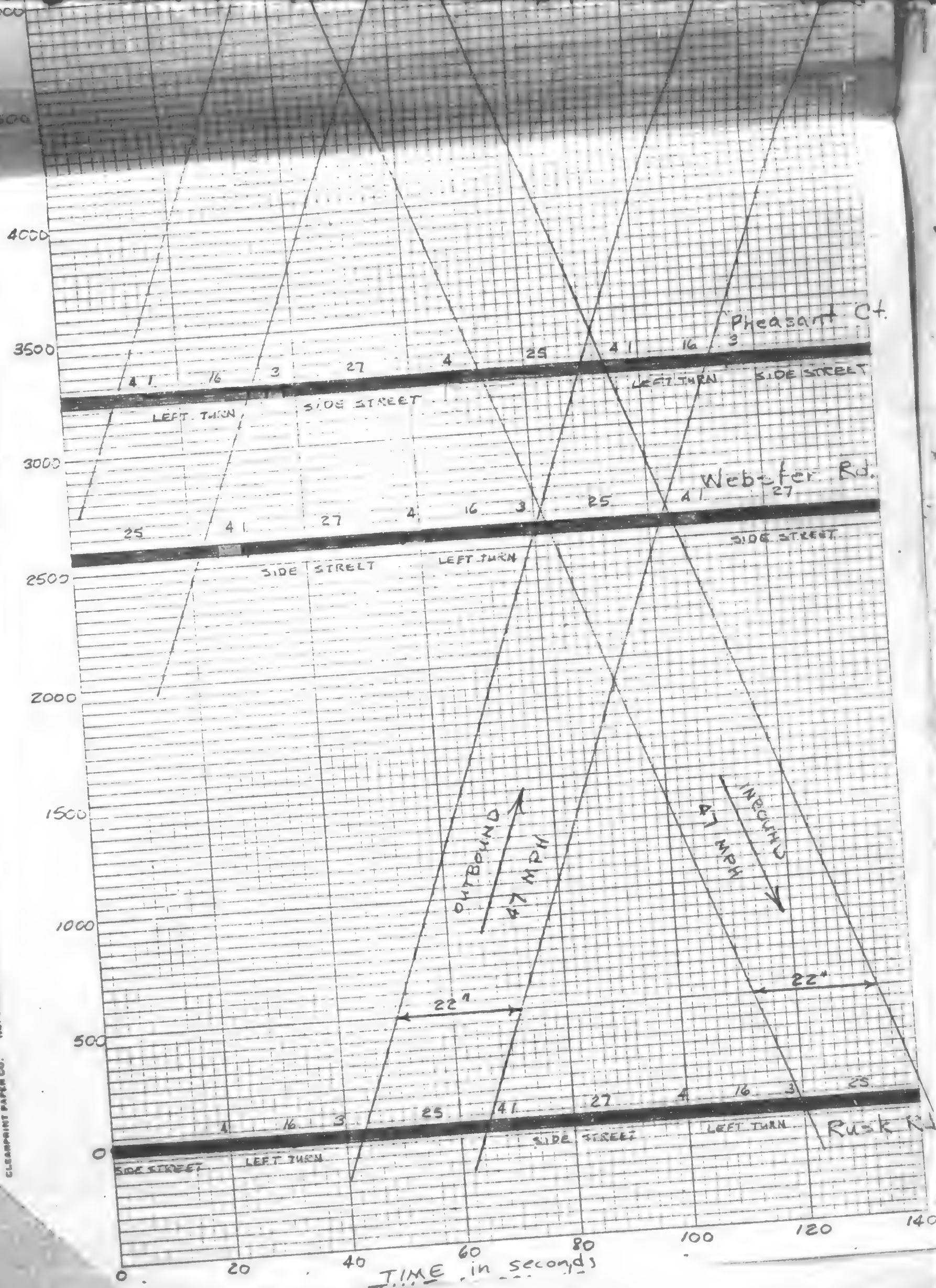
Clackamas Expressway

Harmony Road - Cascade Hwy. Section

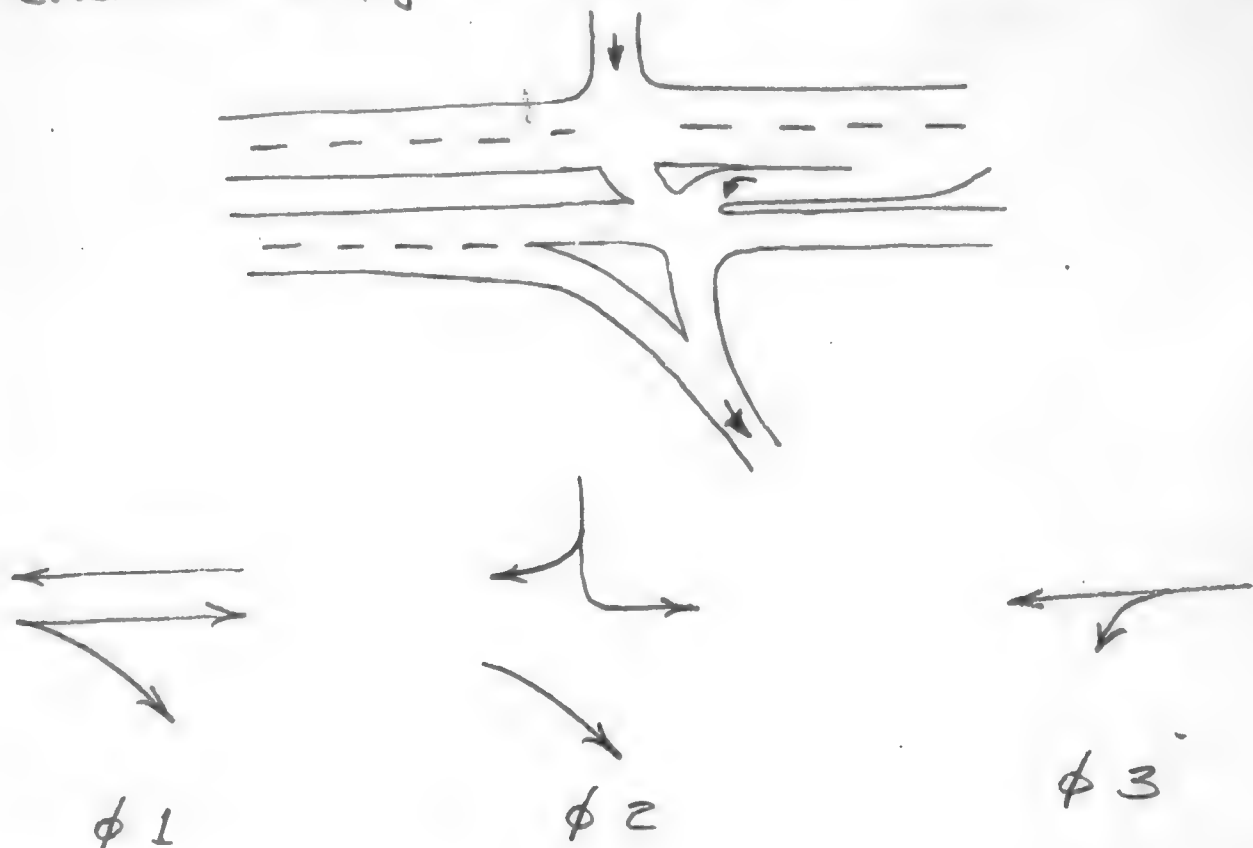
80 SECOND CYCLE
T.M. SIGNAL SYSTEM



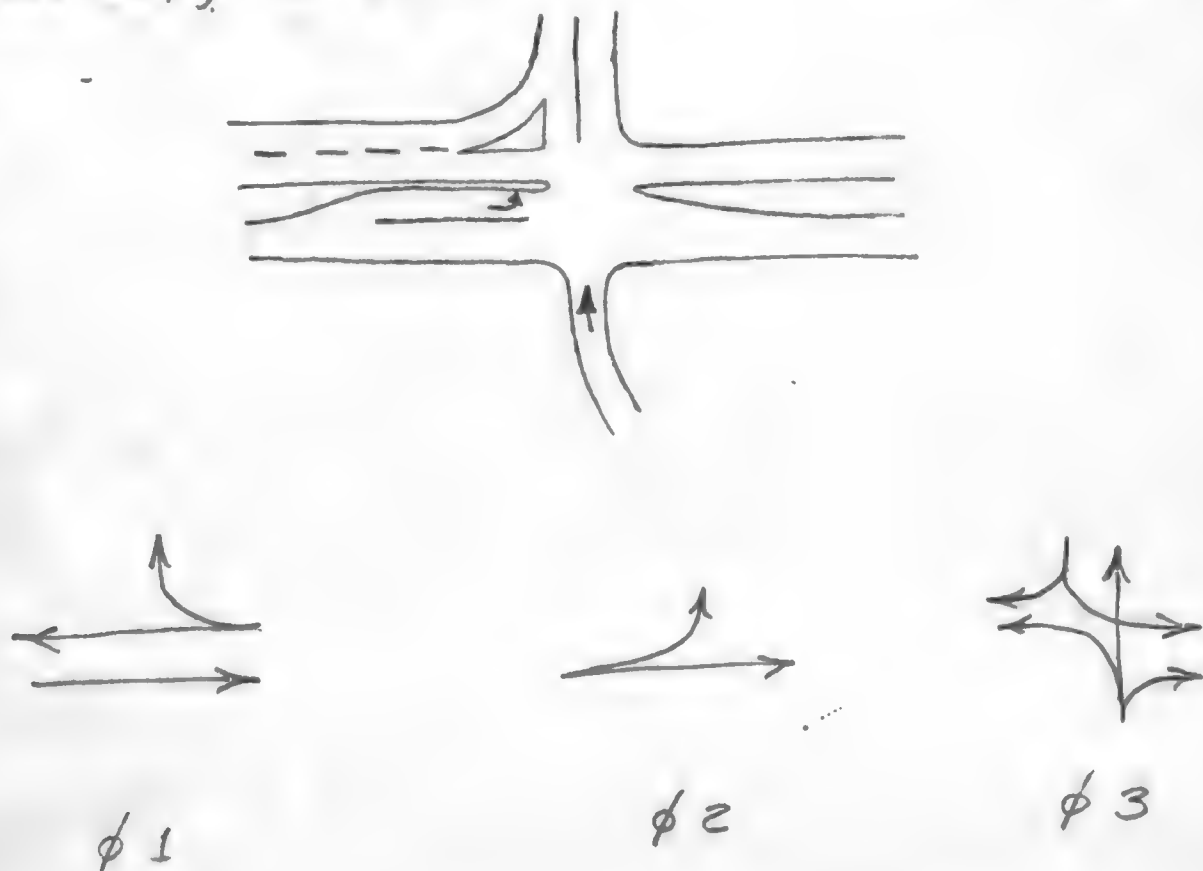
DISTANCE in feet



PROPOSED THREE-PHASE SIGNAL
Clackamas Expy. @ 82nd Ave. SB exit



PROPOSED THREE-PHASE SIGNAL
Clackamas Expy. @ 82nd Ave. NB exit and I-205 SB exit



OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 30, 1971

SUBJECT:

To: L. E. George
Operations Engineer

Traffic Signal Study
Causey Ave.-Gladstone Section
East Portland Freeway

O F F I C E

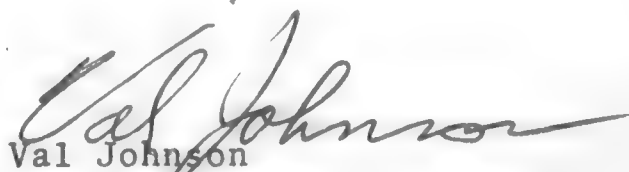
The Causey Avenue-Gladstone Interchange Section of the East Portland Freeway is scheduled for the September 30 bid opening. Attached are materials gathered during a study of the need for traffic signals at the three interchanges within the section.

The anticipated volumes at the Sunnyside Road Interchange are too low for signalization to be warranted. At the Clackamas Interchange the major volumes at the ramp terminal intersections make right-turn movements and it is not believed that signals are needed.

At the Lake Road Interchange, the Clackamas and Cascade Highways and the East Portland Freeway interchange in a complicated series of ramps. The traffic volumes and the expressway character of the Clackamas Highway indicate the need for signalization of the two major ramp terminals as shown on the attached map.

When the two new signals are installed, these plus the four existing signals on the Harmony Road-Cascade Highway section of the Clackamas Highway, will result in six signals in a 1.5 mile section of highway. We are getting excess stoppages with the four existing signals. The additional two will increase the problem. There is a two-mile gap between the last signal in the existing TM system and the first in this six-signal series. Extension of the existing system seems neither desirable nor practicable.

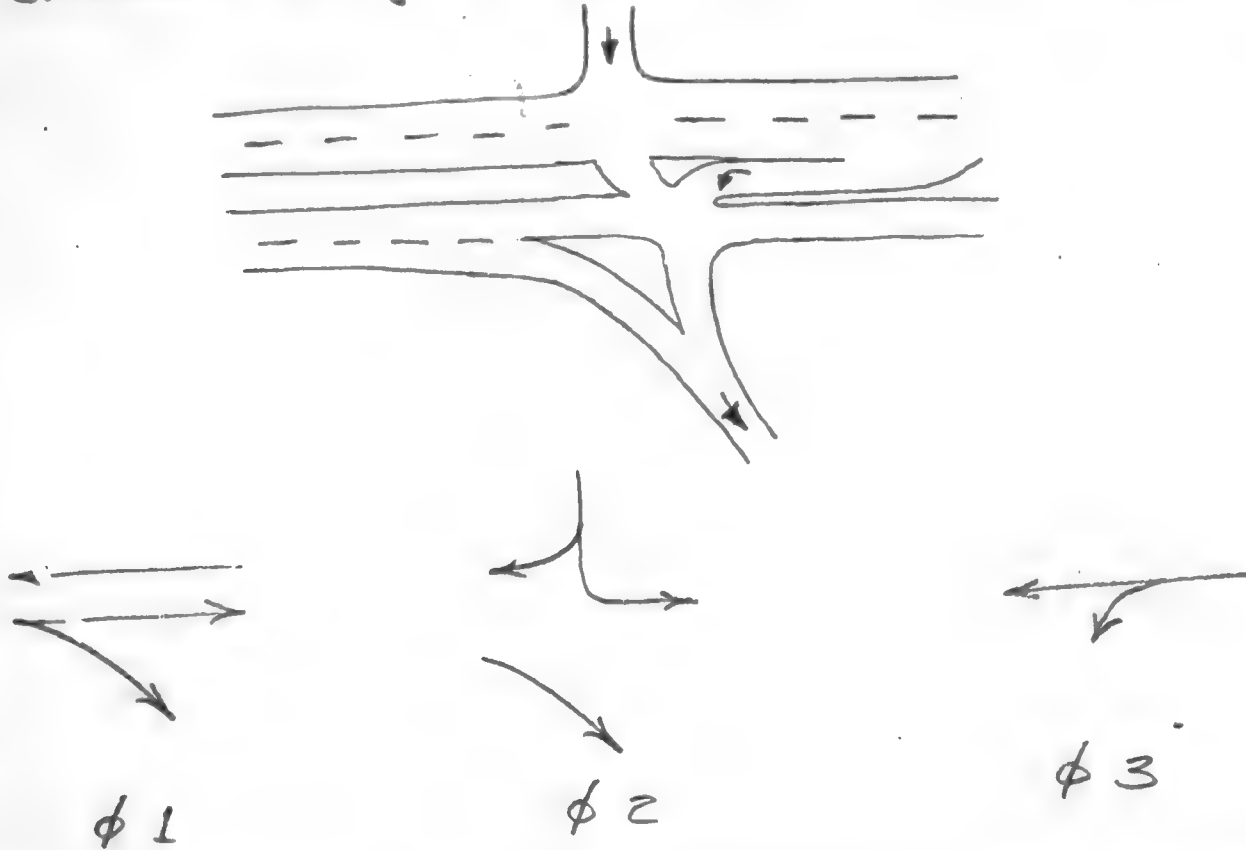
It is recommended that the six signals shown on the attached city map be combined into a separate TM system. The estimated cost is \$90,000 of which \$60,000 is for the two new intersections.


Val Johnson

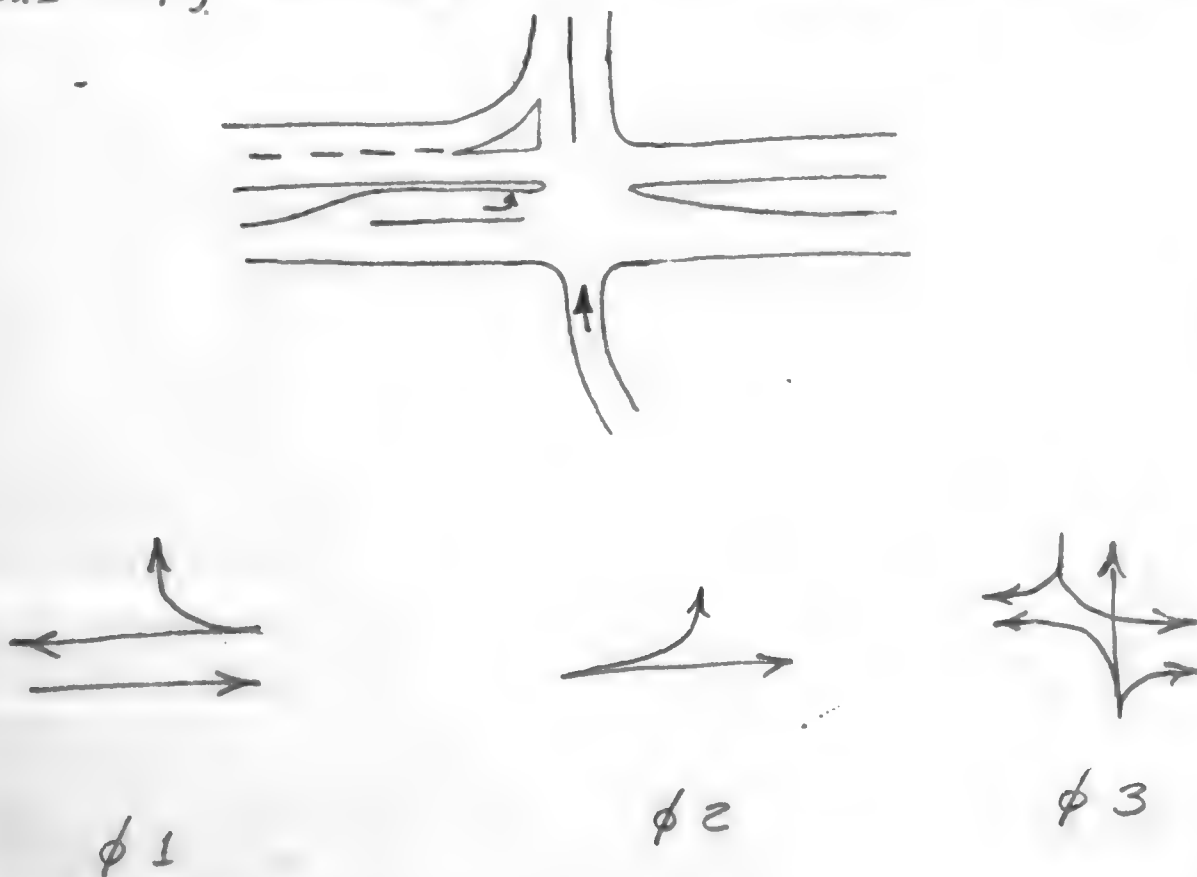
Traffic Control Engineer

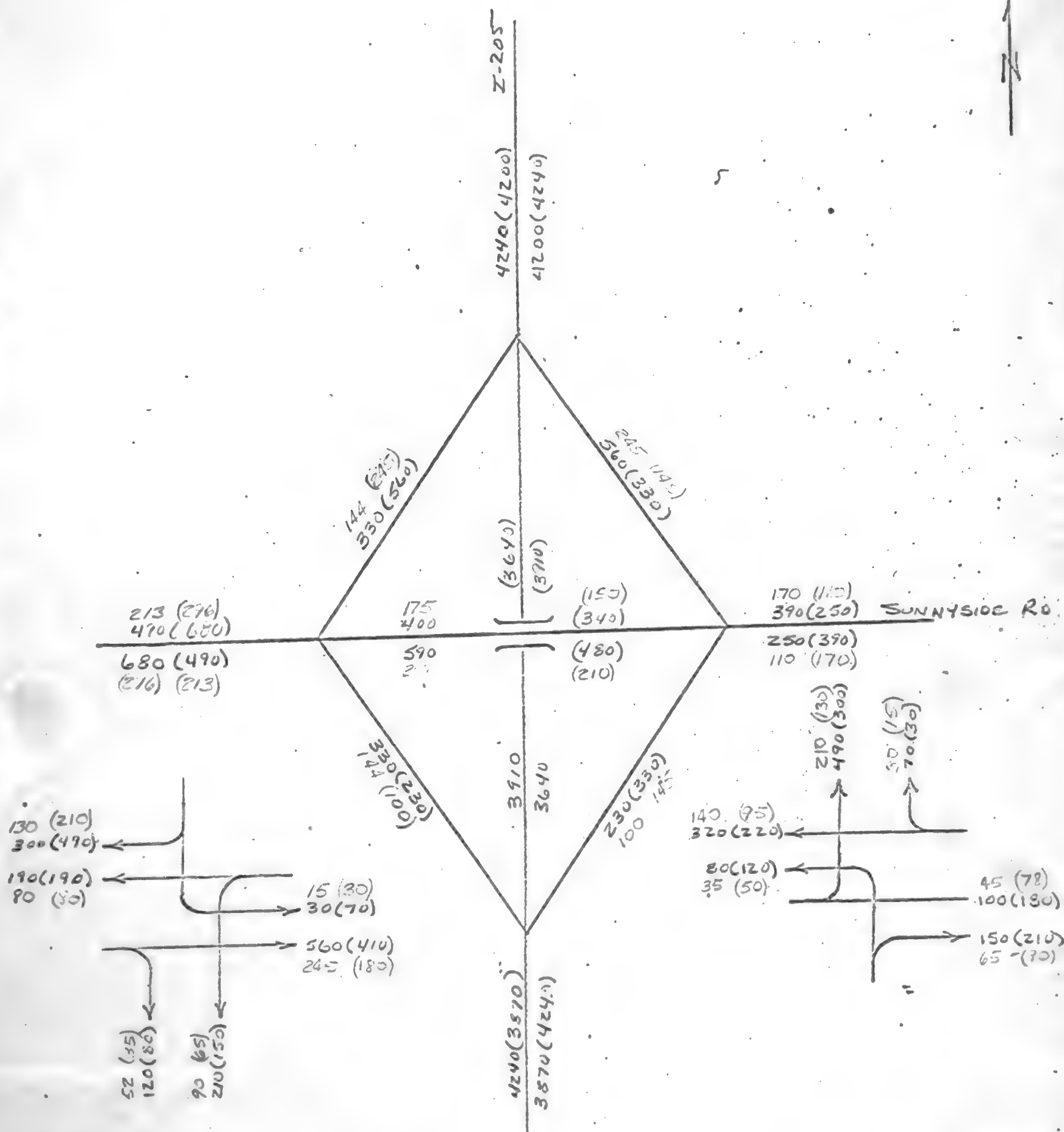
VPJ:pb

PROPOSED THREE-PHASE SIGNAL
Clackamas Expy. @ 82nd Ave. SB exit



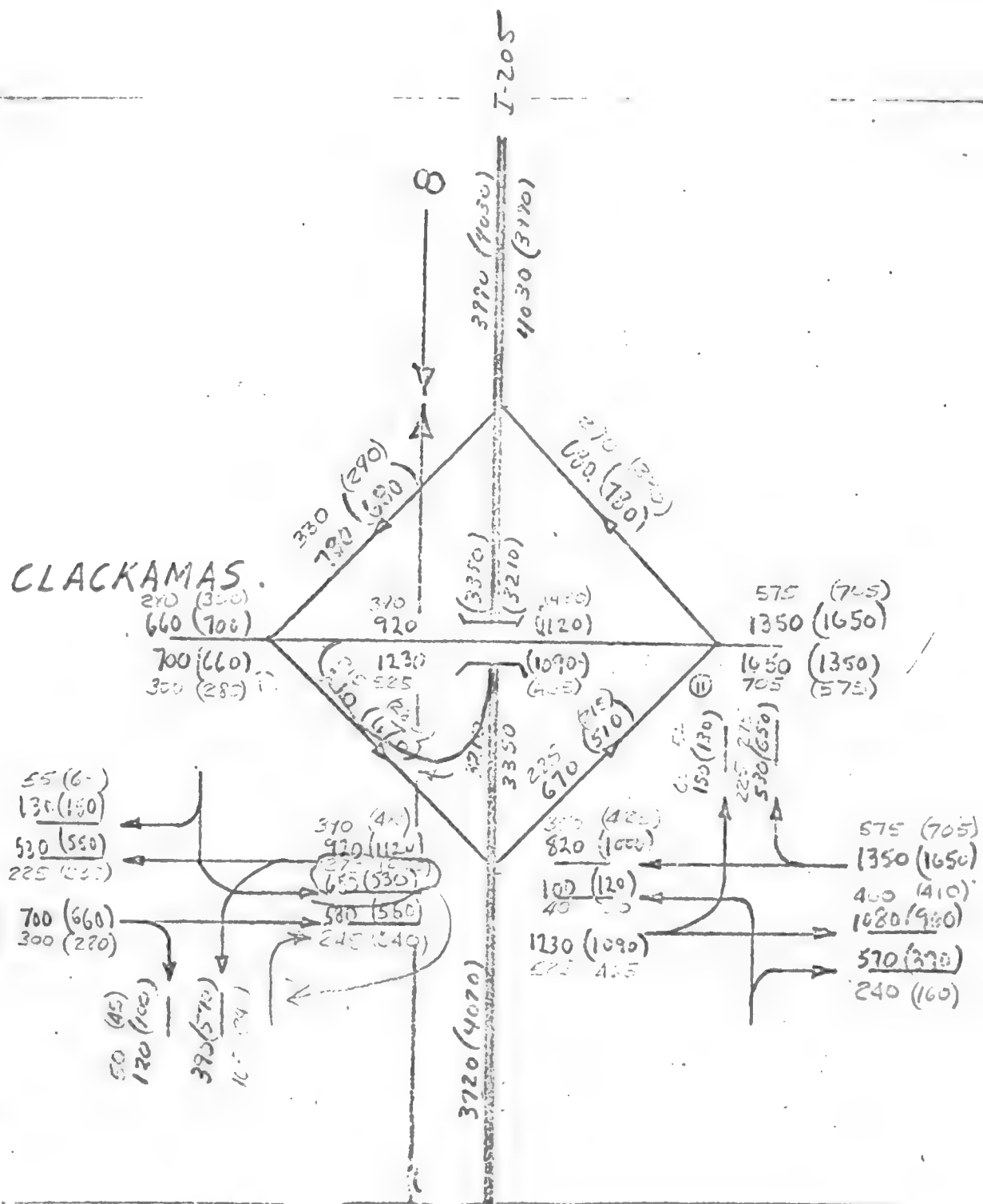
PROPOSED THREE-PHASE SIGNAL
Clackamas Expy. @ 82nd Ave. NB exit and I-205 SB exit





1970 TO 1990 GROWTH FACTOR: 2.3

1990 DHV	1970 DHV
AM XXX	AM
PM (XXX)	(PM)



1970 DHV

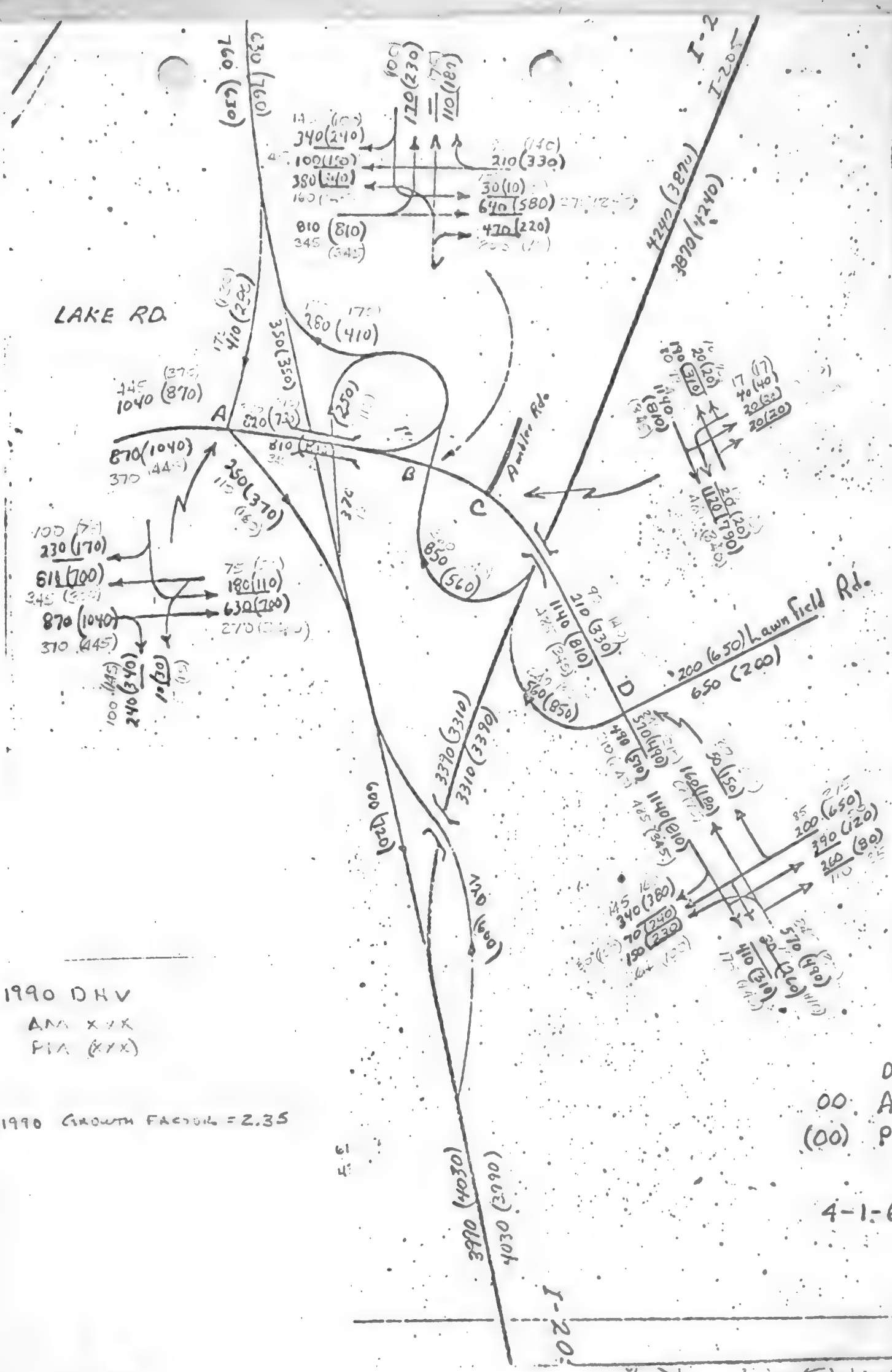
AM
(PM)

1990 DHV

AM xxx
PM (xxx)

1970 TO 1990 GROWTH FACTOR = 2.35

June 71



1970 DHV

AM
(NI)

1990 DHV

AM X Y X
PIA (X Y X)

1970 TO 1990 GROWTH FACTOR = 2.35

0
00 A
(00) P

4-1-6

6283

Lake Rd.

JUN 71

RECEIVED
JUL 28 1971

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT
FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 20, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(-)
Causey Road-Lake Road Interchange Section
East Portland Freeway
Sunnyside Road Storm Sewer

Mr. Olson, by letter dated May 22 requests approval of an extension of the drainage pipe along the north side of Sunnyside Road. The extension would involve approximately 1550 feet of 48-inch pipe connecting to an existing 48-inch pipe that now drains into Phillips Creek.

Based on a field review of the site with Messrs. Frank Hall, Hal Versteeg and Jim McClure, our area engineer has indicated that evidence of scour problems now exist. Added concentration and velocities generated by the freeway drainage would advance this problem to the critical stage. There is insufficient right of way to consider more economical methods of scour correction and an open ditch treatment would not be sound engineering from a safety standpoint.

For these reasons Mr. Olson's request is hereby approved.

Hall
7-28-71

RECEIVED
JUL 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
JOM EDWARDS

NOTED
F. R. BROWN



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 12 1971

FOR FILING

I-205-7(22)301
7660

July 9, 1971

385
Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: Clackamas Interchange U-Xing Widening
SE Canby Avenue-Gladstone Intch. Sec.
I-205-7(-)305, Clackamas County
Your Ref. 08-35.6

In your June 23 letter approving the preliminary plan for the subject structure, there were two items mentioned which required comment.

The longitudinal deck construction joint for the proposed widening will fall over a longitudinal girder in all cases. The placing of the new footings at an elevation higher than the existing footing was considered. This would place additional load on the existing footings, which it was felt was not desirable. It is also considered necessary to place the footings at the elevations shown in order to develop the design bearing pressure of four tons per square foot.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
I. D. Merchant

WJH:ag ms

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: June 28, 1971

In reply refer to: 08-35.6

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention Mr. I. D. Merchant

FROM : *[Signature]* R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(-)305
Clackamas Interchange Undercrossing
Widening

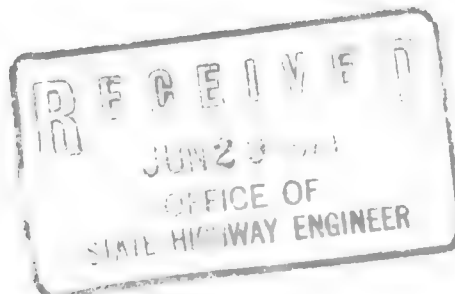
Mr. Merchant's June 9 letter submitted preliminary plan data for this structure. These plans are approved, except for the longitudinal deck construction joint.

The deck joint shown on the right side falls in a travel lane about where the wheel tracks would fall. We recommend that the Type II girder spacing be set to minimize differential deflections and that the deck joint be placed over the outside Type II girder.

The joint on the left side is in the shoulder area and not as critical, but consideration could be given to adjusting its location to over a girder.

It is also noted that the footings are quite low to match the existing footings. We believe consideration should be given to raising these to a higher elevation to provide less cover over them.

al Johnson



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN



TOM McCALL
GOVERNOR

RECEIVED

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING

SALEM, OREGON • 97310

Phone 376-6511

July 2, 1971

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

Re: Revised Description of Easement
S.E. Causey Avenue-Gladstone
Interchange Section
East Portland Freeway
Clackamas County
R/W File No. 45722
Your File: 322

ATTENTION: Mr. E. A. Kendrew

0-0-67-8

Gentlemen:

This is in reply to your letter dated June 4, 1971, wherein you request that the easement for the overcrossings as submitted with our May 14, 1971 letter be reduced to a 200-foot width across railroad property.

Herewith you will find two prints of a portion of our right of way map No. 9B-2-2 showing the easement as revised. You will also find attached, two copies of a revised description dated May 26, 1971 reflecting this change.

The detail you requested concerning the 31" x 51" arch type pipe will be submitted to you as soon as the plans are completed.

Bids for this project are to be opened on October 28, 1971, and it will be appreciated if you would proceed with the preparation of the appropriate agreement so that our construction schedule can be met.

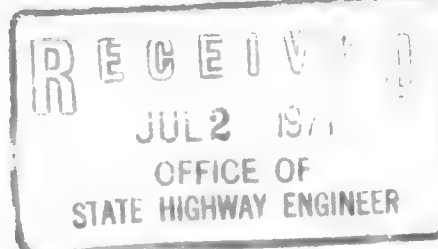
Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: Southern Pacific Transportation Company
San Francisco w/enclosures

F. B. Klaboe w/copy of SP letter
I. D. Merchant "
F. L. Hall "
L. H. Young "
D. H. Moehring "
R. L. Schroeder "
Jack Hesla "



8-2100

Southern Pacific Transportation Company

251 Union Station • Portland, Oregon 97209

June 4, 1971

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO

322

0-0-67-8

Routing

Pease

Swan

Glenn

Litchfield

Gallagher

Stein

RECEIVED

JUN 7 1971

CONSTRUCTION
DIVISION

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Your letter May 14, transmitting description of easement for S.E. Causey Avenue-Gladstone Interchange Section, East Portland Freeway, Clackamas County, R/W File No. 45722. Also referring to Mr. Merchant's letter of April 29, transmitting copies of State Drawing 26836, 22807, 22808 and 26303.

Recommend that easement description and prints be revised to cover only the width of 200 ft. of encroachment on railroad property. This will permit an easement 50 ft. from the centerline of the north and southbound structures. This will mean a minor change in the description and in your easement drawings.

In connection with the drawings submitted by Mr. Merchant, we find them generally satisfactory. However, the 31" x 51" arch pipe is now proposed to be installed under the tracks between the overpass structure but does not give sufficient detail for us to have approved by our general office. We will need pipe details for our review before we can approve this project.

As soon as we are furnished the above information and your concurrence on the easement, we will submit for formal approval of the project to our general office.

Yours truly,

A. W. Kilborn

cc: Mr. R. L. Porter
Bridge Engineer
Oregon State Highway Division
Salem, Oregon 97310

Attention: Mr. Ivan D. Merchant
Bridge Engineer

RECEIVED

Form FHW-121 (12-67)
UNITED STATES GOVERNMENT
FOR FILING

Memorandum

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(-)
S.E. Causey-Gladstone Interchange Section
East Portland Freeway

By June 23 letter, Mr. Hall requested approval of a change in median treatment between the Clackamas River Bridges and Station 630+50 on the subject section. The proposed median would have shoulder barriers starting at the bridge ends and gradually tapering to a single median barrier at Station 630+50. The median between barriers would be used as a raised planting area. The result would be a significant improvement to the safety and aesthetics of this section.

The proposed treatment is hereby approved. The portion on the existing project could be modified by price agreement.

cc:
W N Bryant

7-6-71

Copy to Morgan:

Please note last paragraph.
Submit P.A.

A. E. Johnson



FBK
Copy AES
Last P
NOTED
TOM EDWARDS

RECEIVED
JUL 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 8 - 1971

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FOR FILING

Memorandum

I-205-7(22) 501

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(---)
SE. Causey - Gladstone Section
East Portland Freeway
Project Base Design

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: June 30, 1971

In reply refer to: 08-35-DA

The proposed "Project Base Design," including pavement type selection, is approved as requested in Mr. Tebeau's June 24 letter. The two copies of the letter are returned herewith as requested.

Enclosure

cc:

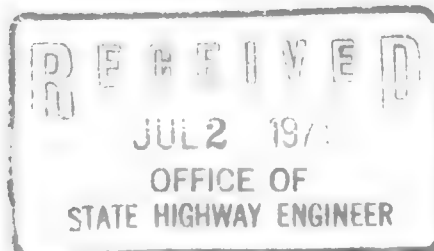
Region (08-00.34) with letter, OSHD, 6-24-71 with enclosure



7-6-71
REFERRED TO
BY *Young*
STATE HIGHWAY ENGINEER

NOTED
R. D. ASBURY

NOTE
F. B. KLA



NOTED
TEBEAU

Dec 9
Chav
Hall
Randall
7-7-71



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

HIGHWAY BUILDING

SALEM, OREGON

97310

Phone 378-6563

June 24, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

SUBJECT: S. E. Causey Ave.-
Gladstone Interchange
East Portland Freeway
Clackamas County

ATTENTION: Mr. E. J. Valach

Dear Sir:

Transmitted herewith for your approval is a "Project Base Design" for the subject section.

May we please have the two second sheet copies indicating your approval returned to our office.

L. H. Young
Program & Planning Engineer

ORIGINAL SIGNED BY

W. H. Tebeau

W. H. Tebeau
Asst. Program & Planning Engineer

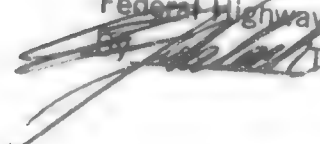
Enc.

LHY-CJG:af

APPROVED DATE JUL 1 1971

R. E. Simpson, Division Engineer
Oregon Division

Federal Highway Administration

By  Title District Engineer



TOM McCALL
GOVERNOR

RECEIVED
JUN 30 1971

UTILITY RUMTLING

OREGON STATE
HIGHWAY DIVISION

I-205 7/22
HIGHWAY BUILDING

SALEM, OREGON

97310

Phone 378-6511

June 29, 1971

Pacific Northwest Bell Telephone Company
421 S. W. Oak Street
Portland, Oregon 97204

ATTENTION: Mr. M. G. Johnson

Gentlemen:

Re: Space for Telephone Ducts on Structures
Causey Avenue-Lake Road Interchange
Section
East Portland Freeway (I-205)
Clackamas County

Reference is made to your letter dated June 18, 1971, which requested conduit space on the Sunnyside Road and Ambler Road structures on this section.

Provision will be made on these structures for your facilities. Final location is contingent on requests from other utilities.

You will be furnished the appropriate structural plans as soon as they become available. Placing of the conduit on these structures will be included in our contract as a bid item with the usual rejection clause as requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

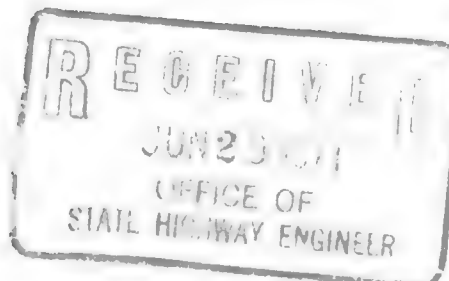
FGP:dl

cc: A. E. Johnson

W. J. Hart

R. L. Schroeder

Jack Hesla





RECEIVED
JUN 23 1971

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING

SALEM, OREGON • 97310 • Phone 364-2171

June 23, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Re: S.E. Causey-Gladstone Interchange
Section
East Portland Freeway (I-205)

The subject section has a median width between travel lanes that widens from 20-feet to 50-feet at the north end of the Gladstone Interchange-Oregon City Interchange Section (now under contract).

The treatment of the median has been reviewed in this office and we propose to construct concrete shoulder barriers, with a planting area between the barriers, northerly from the end of the Clackamas River Bridge to approximately Station 630+50 where the shoulder barriers will follow the taper of the median to form a concrete median barrier at the paved (20-feet wide) median section. This will be a continuation of the median treatment at the south end of the Clackamas River Bridge. This proposal will require a modification of the plans for the section now under contract through the Gladstone Interchange area.

The proposed treatment will eliminate any hazard of vehicles crossing the median, will provide protection for the columns at the Gladstone Interchange, will eliminate guard rail at the end of the Clackamas River Bridge, and will complete the continuity of design northerly from the river structure to the required median barrier in the paved median.

Mr. Robert E. Simpson
Page 2
June 23, 1971

Plantings within the area delineated by the shoulder barrier and continuity of materials will result in an aesthetical design that meets all modern safety concepts. Enclosed are sketch plan and typical cross section illustrating our proposal. We ask your approval of this median treatment as shown.

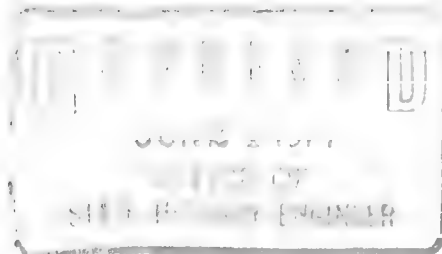
Very truly yours,

F. B. Klaboe
Asst. State Highway Engineer
By:

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

FLH:jf



23' to 24' ±

Median Area

22' to 23' ±

10'

10'



STA 500+00 to STA 573+13.74
573+13.74 to 579+00 (Taper Section)

37' to 38' ±

Median Area

37' to 38' ±

12'

13'

Sl. 20:1

Topsoil

Sl. 20:1

12'



STA 579+00 to STA 630+50 ±

RECEIVED
JUN 22 1971

FOR FILING

I-205-7(22)
7660

June 22, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Sunnyside Road, Causey Road-Lake Road
Interchange Section, East Portland
Freeway (I-205), Clackamas County

Enclosed is a copy of a letter from Clackamas County committing four-lane construction on Sunnyside Road between 82nd Avenue and Stevens Road within the next five years.

This is transmitted to you to document the necessity for construction of the Sunnyside Road Interchange as a four-lane facility.

Very truly yours,

R. L. Porter
State Highway Engineer

By

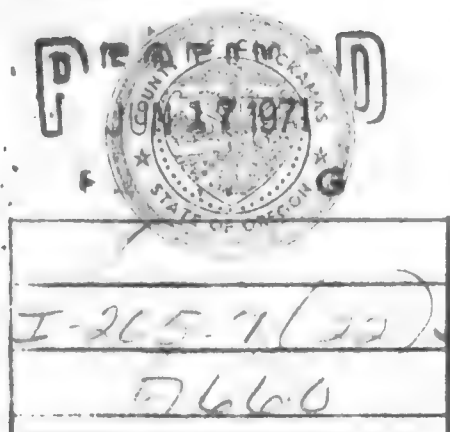
F. B. Klaboe
Assistant State Highway Engineer

Enc.

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. L. Hall
Ivan Merchant
H. S. Cox
R. L. Schroeder

ADO:jp srb

1-205
@ Sunnyvale



COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director

Phone 655-3311, Ext. 281

June 11, 1971

Mr. H. S. Cox
City-County Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

~~Dear~~ Mr. Cox:

Re: Sunnyside Road FAS 134

This is to advise you that it is the intent of Clackamas County to have in progress an improvement of Sunny-side Road to a four-lane facility between 82nd Avenue and Stevens Road within the next 5 years. This plan is subject to approval by the Board of County Commissioners, acceptance by the general public at the required public hearings and the availability of funds.

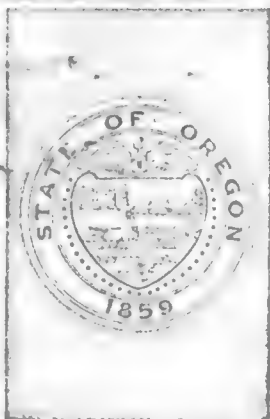
Very truly yours,


John C. McIntyre
Director of Public Works

WWK/JCM/mak

Klaboe
Hall, aka Olson } See my
Schweder } letter to
clock-G. of
6-9-71
Dm B.





**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

cc: F. B. Klaboe (Damascus
matter per our discussion
of May, 1971.)

Frank Hall

L. W. Rulien

R. L. Schroeder

June 9, 1971

Mr. Winston W. Kurth
Deputy Public Works Director
Clackamas County
902 Abernethy Road
Oregon City, Oregon 97045

ymf

Dear Mr. Kurth:

Pursuant to your telephonic request of Tuesday, June 8, we are enclosing a print on a 1" = 200' scale of the vicinity of Damascus, Clackamas County, depicting the intersection of Foster Road (FAS 639) and Sunnyside Road (FAS 134) with the Clackamas-Boring Road (ORE 212, FAS 129). *pf*

I trust this will be of value to you in the discussion with the developers proposing a shopping complex in this area.

In line with the previous correspondence regarding the I-205/Sunnyside Interchange complex and contemplated Clackamas County four-lane widening of Sunnyside Road, please forward a letter indicating the County's intent of a possible construction of this facility within a 5-year period of I-205 construction.

Very truly yours,

R. L. Porter
State Highway Engineer

By

D. N. Harwell
D. N. Harwell
Coordinating Engineer
County & City Section

DNH:mma

Encl.

RECEIVED
JUN 25 1971

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 1

I-205-7(44)-301
7660

Section: S. E. Causey Ave.-Gladstone Interchange
Highway: East Portland Freeway (I-205)
County: Clackamas
Prefix: 603-1909

Res. Engr. J. H. McClure
Approx. Length 3.8+ miles
Sta. 640+ through equation 601+30+
Date 6-21-71

Mean Truck A.D.T. 3681
Traffic Coefficient 11.8
18 kip s. a. per day 1,246.7

Annual Precipitation 40"±
Frost Penetration ---
CBE Total Requirement 36.5"

(1)

Typical Soil

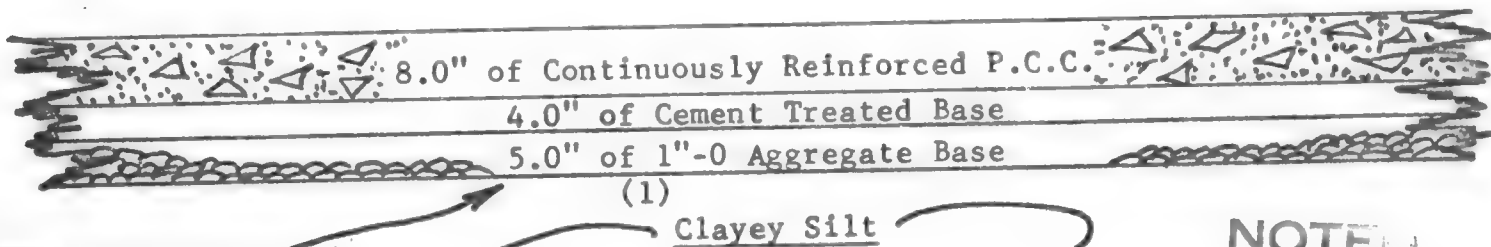
27 LL
5 PI
100 %P 10
74 %P 200
0 % Gravel
5 % C Sand
21 % F Sand
49 % Silt
25 % Clay
10 R Value
A-4 AASHO Classif.

Materials Source:

To be determined
by the Engineer.

Credit	Actual Thick.	Component
	8.0	C.R.P.C.C.
	4.0	C.T.B.
	5.0	A.B.
	17.0	
See attached sheets for computations.		

STRUCTURAL SECTION



See Page 4 for computations.

NOTED
F. B. KLABOE

F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Inventory & Needs Engineer

Submitted by C. J. Perry
Base Design Engineer
Recommended by J. H. McClure
Asst. Engineer of Materials and Research
Recommended by W. H. Heber
Asst. Program and Planning Engineer
Approved by J. H. McClure
Asst. State Highway Engineer

STRUCTURAL SECTION
"EXISTING ROADWAY" (Where Utilized)

Credit	Actual Thick.	Component
See	Section	

7.0"-9.0" Continuously Reinforced P.C.C.

Variable amounts of Class "C" A.C.
 mix for leveling.

IN PLACE

4.5"-5.0" A.C.
 18.0"-22.0" Base

See remarks on Page 6.

STRUCTURAL SECTION

Credit	Actual Thick.	Component

SECTION: S. E. Causey Ave.-Gladstone Inter.HIGHWAY: East Portland FreewayCOUNTY: Clackamas**"OTHER ROADS"**

Traffic Coefficient	A.C. Wearing Surface	CTB	Aggregate Base	1.0"-0 Aggregate Base	"CBE" Total Requirement	Actual Thickness
10.0 - 11.0	4.0"	6.0"	---	14.5"	33.5"	24.5"
9.0 - 10.0	4.0"	6.0"	---	11.5"	30.5"	21.5"
8.0 - 9.0	3.5"	4.0"	---	13.0"	27.0"	20.5"
7.0 - 8.0	3.5"	4.0"	---	10.0"	24.0"	17.5"
6.0 - 7.0	3.0"	---	---	15.0"	21.0"	18.0"
4.8 - 6.0	2.0"	---	---	13.5"	17.5"	15.5"
Cars Only	2.0"	---	---	9.0"	13.0"	11.0"

Remarks:

1.0"-0 Aggregate Base has been recommended as the purchasing and placing of a one-size course is more economical. The strength equivalency of 1.0" Aggregate Base is equal to 0.75" or 1.5" material.

Unit prices were obtained from C. E. Layton, Cost Estimator. 1969-1970 maintenance costs used in the economic analysis for Asphaltic Concrete and Portland Cement Concrete were obtained from the Maintenance Section.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete	=	2.0 "	Aggregate Base
1.0" Plant Mix Bituminous Base	=	1.8 "	Aggregate Base
* 1.0" Cement Treated Base	=	1.8 "	Aggregate Base
1.0" Oil Mat	=	1.1 "	Aggregate Base
1.0" Aggregate Subbase	=	0.8 "	Aggregate Base
1.0" Lime Treated Subgrade	=	0.8 "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

*Does not apply to mainline.

TRAFFIC ANALYSISSECTION: S. E. Causey-Gladstone Inter.HIGHWAY: East Portland Freeway I-205COUNTY: Clackamas37,200 Present ADT (1971)6 Percent Trucks

<u>AXLES</u>	<u>TWO WAY TRUCK ADT</u>	<u>EXPANSION FACTOR</u>	<u>TOTAL TADT</u>	<u>MEAN TADT</u>	<u>ONE WAY EWL</u>	<u>AVERAGE ANNUAL EWL</u>
2	<u>962</u>	<u>2.3</u>	<u>2213</u>	<u>1588</u>	<u>450</u>	<u>714,600</u>
3	<u>408</u>	<u>2.3</u>	<u>938</u>	<u>673</u>	<u>1000</u>	<u>673,000</u>
4	<u>104</u>	<u>2.3</u>	<u>239</u>	<u>172</u>	<u>1250</u>	<u>215,000</u>
5	<u>750</u>	<u>2.3</u>	<u>1725</u>	<u>1238</u>	<u>3180</u>	<u>3,936,840</u>
6	<u>6</u>	<u>2.3</u>	<u>14</u>	<u>10</u>	<u>2570</u>	<u>25,700</u>

3681 TOTALTOTAL AVERAGE ANNUAL DESIGN EWL 5,565,140TWENTY YEAR EWL 111,302,800TRAFFIC COEFFICIENT 11.8

<u>% TRUCK ADT</u>	<u>AVERAGE ANNUAL DESIGN EWL</u>	<u>TWENTY YEAR EWL</u>	<u>TRAFFIC COEFFICIENT</u>
80	4,450,760	89,015,200	11.5

SECTION S. E. Causey Ave. (adstone Inter.) HIGHWAY Portland Freeway 1-205
 COUNTY Clackamas DATE 5-14-71

Outside Lanes X Inside Lanes _____
 Load Safety Factor 1.3 "R" Value 10 Average 8.0" C.R.P.C.C. 9.0"
 Subbase Depth 5.0" C.T.B. Depth 4.0" C.T.B. 4.0"
 k-Values: Basement 70 Subbase 85 C.T.B. 175 A.B. 5.0"
 Compressive Strength 3950
 Modulus of Rupture (M.R.) 525 Total Depth P.C.C. EFF. 9.0" 17.0"

Axle Load Kips	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. M.R.	Allowable Repetitions No.	Estimated Repetitions No.	Fatigue Resistance Used %
SINGLE AXLE LOADS						
35	45.5	380	0.72	1,100	89	8
34	44.2	370	0.70	2,000	168	8
32	41.6	355	0.68	3,500	168	5
30	39.0	340	0.65	8,000	114	1
28	36.4	325	0.62	18,000	114	1
26	33.8	305	0.58	57,000	230	---
24	31.2	285	0.54	180,000	3,172	2
22	28.6	265	0.50	---	---	---
20	26.0					---
18	23.4					---
TANDEM AXLE LOADS						
50	65.0	350	0.67	4,500	841	19
48	62.4	340	0.65	8,000	841	11
46	59.8	330	0.63	14,000	1,485	11
44	57.2	320	0.61	24,000	2,325	10
42	54.6	305	0.58	57,000	4,687	8
40	52.0	290	0.55	130,000	4,963	4
38	49.4	280	0.53	240,000	24,192	10
36	46.8	265	0.50	---	---	---
34	44.2					---
32	41.6					---
30	39.0					---
28	36.4					---

Total % Fatigue Used 98

SECTION S. E. Causey-Gladstone Inter.
COUNTY ClackamasHIGHWAY East Portland Freeway I-205
DATE 5-14-71

Axle Load Kips	80% 2 Axle TADT = 1270		80% 3 Axle TADT = 538		80% 4 Axle TADT = 138		80% 5 Axle TADT = 990		80% 6 Axle TADT = 8		Total 20-Year Repetitions
	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	

SINGLE AXLE

35							0.09	89			89
34							0.17	168			168
32							0.17	168			168
30											
28									14.3	114	114
26									14.3	114	114
24	1.75	2,223			3.72	513	0.44	436			3,172
22	5.91	7,506	3.10	1,668	9.20	1,270	6.28	6,217	27.4	219	16,880
20	40.4	51,308	86.9	46,752	202	27,876	419	414,810	60.4	483	541,229
18	128	162,560	334	179,692	611	84,318	2060	2,039,400	349	2,792	2,468,762

TANDEM AXLE

50			0.55	296			0.55	545			841
48			0.55	296			0.55	545			841
46							1.50	1,485			1,485
44			1.10	592			1.75	1,733			2,325
42			1.72	925			3.80	3,762			4,687
40			1.72	925	5.66	781	3.29	3,257			4,963
38			0.62	334	9.09	1,254	22.6	22,374	28.8	230	24,192
36			13.8	7,424	12.1	1,670	78.3	77,517	61.4	491	87,102
34			62.7	33,733	35.4	4,885	262	259,380	62.9	503	298,501
32			136	73,168	145	20,010	576	570,240	272	2,176	665,594
30			61.7	33,195	164	22,632	292	289,080	462	3,696	348,603
28			61.7	33,195	164	22,632	292	289,080	462	3,696	348,603
26			61.7	33,195	164	22,632	292	289,080	462	3,696	348,603

SECTION: S. E. Causey Ave.-Gladstone Inter.

HIGHWAY: East Portland Freeway

COUNTY: Clackamas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair Poor
Remarks: _____
5. Cost Comparisons: See attached sheet.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. and P.C.C.
7. Stage Construction: Not applicable.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration for this project.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: Not a consideration for this project.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

A P.C.C. overlay was selected for this project. This will maintain the continuity of a similar pavement type with resulting simplification of maintenance operations.

Economic Comparisons of Pavement Types
with all Factors Used and 5% Compound Interest

S. E. Causey Ave. - Gladstone Interchange
East Portland Freeway, Clackamas County
(25 Year Comparison Period)

Cost per 3-lane mile
w/shoulders

PORTLAND CEMENT CONCRETE PAVEMENT

Initial Cost	\$ <u>228,628</u>
*Maintenance for 25 years \$ <u>448 (14.094)</u>	<u>6,314</u>
Present Worth Cost	\$ <u>234,942</u>

ASPHALT CONCRETE PAVEMENT

Initial Cost	\$ <u>209,696</u>
Resurfacing <u>3.0"</u> at <u>12</u> Years \$ <u>37,474</u>	<u> </u>
Engineering \$ <u>37,474 (0.20)</u>	<u>7,495</u>
Supplemental Work <u> </u>	<u>-----</u>
Traffic Delay <u> </u>	<u>-----</u>
	\$ <u>44,969</u>
The present worth of resurfacing is \$ <u>44,969 (0.5568)</u>	\$ <u>25,039</u>
Maintenance for 25 years \$ <u>1,519 (14.094)</u>	\$ <u>21,409</u>
Subtotal	\$ <u>256,144</u>
**Less Salvage <u> </u>	<u> </u>
Present Worth Cost	\$ <u>256,144</u>
SAVINGS PER <u>3</u> LANE MILE USING <u>C.R.P.C.C.</u>	\$ <u>21,202</u>

*Maintenance costs for all sections are for Travel Lanes only.

**For purposes of this comparison, the original AC pavement is expected to require resurfacing in 12 years, for a total service period of 25 years, and an additional blanket will be required at that time.

JUN 15 1971

FORM 8-30 (12-67)
FOR FILE

I-205-7(22)
7660

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 14, 1971

SUBJECT:

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer

S. E. Causey Ave.-Gladstone Intchge.
E. Portland Freeway
Clackamas County

BUILDING

On June 8, C. Gregg and I discussed with Lyle Renz and Cliff Christianson your desire to use pavement design (1) on the subject section. In view of the economics involved, L. Renz and C. Christianson indicated that they would not approve that design on the basis that there would be little or no difference in cost between concretes of 3300 and 3950 psi compressive strengths. They did indicate that pavement design (2) would be acceptable for their approval.

W. H. Tebeau

W. H. Tebeau
Assistant State Highway Engineer

WHT:ia

Bill OK
#2
for Klaboe

*copy to
Tebeau
6-15-71*



OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 27, 1971

SUBJECT:

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

S. E. Causey Ave.-Gladstone Intchge.
E. Portland Freeway
Clackamas County

Attached is a report from C. J. Gregg concerned with the selection of the pavement type to be used on the subject project. As I understand, you were leaning toward the CRPCC section having the 7-inch CTB (No. 1). It appears that it cannot be justified on basis of the present worth costs developed and that the CRPCC section (No. 2) would be the most economical section. You will note that this depends upon the modulus of rupture value selected and the higher modulus has been used on previous design on this basis. It may be difficult to obtain FHWA approval on the lower modulus and the higher cost.

Will you please advise as to the pavement section to be used so that the Design Section can complete the design of this project.

W. H. Tebeau
W. H. Tebeau
Assistant Program and Planning Engineer

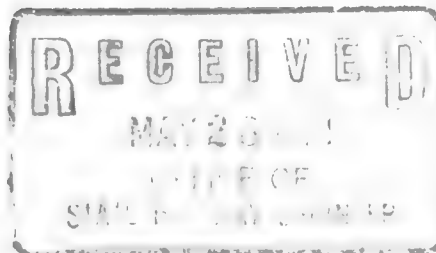
WHT:ia

Attach.

cc: L. H. Young

*orig not'd
to Tebeau
6-7-71*

*Tebeau
Troy
FHWA
concrete
design (11) m
3300 psi
X*



NOTED
F. B. KLABOE

NOTED
W. H. TEBEAU

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 19, 1971

To: L. H. Young
Program & Planning Engineer
Building

SUBJECT: Selection of Pavement Type
S. E. Causey Ave. - Gladstone Inter.
E. Portland Freeway
Clackamas County

Attention: W. H. Tebeau

An economic comparison has been completed for the subject section using the following pavement types:

(1) 8.0" *C.R.P.C.C.	(2) 8.0" **C.R.P.C.C.	(3) 8.0" A.C.
7.0" C.T.B.	4.0" C.T.B.	8.5" C.T.B.
5.0" A.B.	5.0" A.B.	5.0" A.B.

Present worth costs:

\$266,762

\$236,887

\$251,084

*Modulus of Rupture 467 p.s.i., which is equivalent to a compressive strength of 3300 p.s.i. in 28 days and conforms to the Standard Specification.

**Modulus of Rupture of 525 p.s.i. equal to 3950 p.s.i. compressive strength in 28 days and would be shown in the Special Provisions. On previous projects (13) a M.R. = 525 has been used.

Maintenance costs used are for 1964-1965, and are now being updated.

Using a lower M.R. thicker C.R.P.C.C. sections can be obtained, but cannot be economically justified when compared to A.C. sections of similar strength.

F. W. Yarbrough
Soils & Geology Engineer

C. J. Gregg
C. J. Gregg
Base Design Engineer

CJG:af

Attachments

Economic Comparisons of Pavement Types
with all Factors Used and 5% Compound Interest

_ S. E. Causey Ave. - Gladstone Inter.

_ E. Portland Freeway, Clackamas County

(25 Year Comparison Period)

Cost per 3-lane mile
w/shoulders

(1) PORTLAND CEMENT CONCRETE PAVEMENT

Initial Cost		\$ 258,503
Maintenance for 25 Years	\$586 (14.094)	8,259
Present Worth Cost		\$ 266,762

(2) ASPHALT CONCRETE PAVEMENT

Initial Cost		\$ 209,696
Resurfacing <u>3.0"</u> at <u>12</u> Years	\$37,474	
Engineering	\$ 37,474 (0.20)	7,495
Supplemental Work	-----	
Traffic Delay	-----	
	\$44,969	

The present worth of resurfacing is (\$44,969 (0.5568)) \$ 25,039

Maintenance for 25 years	1160 (14.094)	16,349
--------------------------	---------------	--------

Subtotal		\$ 251,084
----------	--	------------

*Less Salvage		
---------------	--	--

Present Worth Cost		\$ 251,084
--------------------	--	------------

SAVINGS PER <u>3</u> LANE MILE USING <u>A.C.</u>		\$ 15,678
--	--	-----------

* For purposes of this comparison, the original A.C. pavement is expected to require resurfacing in 12 years, for a total service period of 25 years, and an additional blanket will be required at that time.

Economic Comparisons of Pavement Types
with all Factors Used and 5% Compound Interest

_ S. E. Causey Ave. - Gladstone Inter.

_ E. Portland Freeway, Clackamas County

(25 Year Comparison Period)

Cost per 3-lane mile
w/shoulders

(3) PORTLAND CEMENT CONCRETE PAVEMENT

Initial Cost	\$ 228,628
Maintenance for 25 Years <u>\$586 (14.094)</u>	<u>8,259</u>
Present Worth Cost	<u>236,887</u>

ASPHALT CONCRETE PAVEMENT

Initial Cost	_____
Resurfacing _____ at _____ Years _____	_____
Engineering _____	_____
Supplemental Work _____	_____
Traffic Delay _____	_____
The present worth of resurfacing is _____	_____
Maintenance for 25 years _____	_____
Subtotal	_____
*Less Salvage _____	_____
Present Worth Cost	_____
SAVINGS PER _____ LANE MILE USING _____	_____

*



RECEIVED
JUN 15 1971

FOR FILE

**OREGON STATE
HIGHWAY DIVISION**

I-205-7(22) 561
7660
HIGHWAY BUILDING

SALEM, OREGON • 97310
June 10, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Cascade Highway Undercrossing
S. E. Causey Ave.-Gladstone Intch. Section
E. Portland Freeway
Clackamas County

Bridge 9719

NOTED
A. E. JOHNSON

Enclosed are two prints each of drawings 27173, 27174, 27175, and 22811 which are the preliminary plan and elevation of the structure and adjacent retaining walls, and the vicinity map for the Cascade Highway Undercrossing. Also enclosed are two prints of the geometric sheet and layout sheet of the Lake Road Interchange.

This structure has provisions for two lanes carrying northbound traffic from I-205 onto the Cascade Highway. The span lengths provide for clearance over the East Portland Freeway lanes without any columns along the outside shoulders. A retaining wall is required along the east lanes at this location because of right of way restrictions on the freeway cut.

Studies of various types of structures were made for the Sunnyside Road Interchange in this section and the post-tensioned concrete box girder was selected for aesthetic reasons and the cost is within eight percent of the cost of the least acceptable type of structure. The Cascade Highway undercrossing layout allows for a similar type of structure to be used and the architectural treatment will be similar. Staging of the traffic on the Cascade Highway will allow sufficient room for construction of the structure.

The foundation data indicates the use of steel piling at end bents and steel piling or spread footing at three tons per square foot. The

Mr. R. E. Simpson
Page 2
June 10, 1971

retaining wall footing is to be on a spread footing at up to three tons per square foot. The cost of this structure, including both retaining walls, is \$737,000 based on estimated quantities with an allowance for engineering and contingencies.

This is a preliminary submittal for your approval.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

JEB:dh
Enclosures

cc A. E. Johnson
L. H. Young
V. E. Skoog





JUN 15 1971

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING

SALEM, OREGON • 97310

June 10, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

NOTED
A. E. JOHNSON

82nd Drive Undercrossing
S. E. Causey Ave.-Gladstone Interchange Section
E. Portland Freeway
Clackamas County

Bridge 9718

Enclosed are two prints each of drawings 27134, 27135, and 22810 which are the preliminary plan and elevation of the structure and adjacent retaining wall and the vicinity map for the 82nd Drive Undercrossing. Also enclosed are two prints of the geometric sheet and layout sheet of the Lake Road Interchange and two copies of the "Foundation Recommendations".

This structure carries two-way traffic (one 16-foot lane each way with a 16-foot traffic control island in the middle) from 82nd Drive across the I-205 lanes onto Lake Road and Ambler Road. A sidewalk, protected by a traffic barrier rail, on the east side of the structure provides for pedestrian traffic in this light industrial area. The span lengths provide for clearance over the East Portland Freeway lanes without any columns along the outside shoulders. A retaining wall is required along the east lanes of I-205 because of right of way restrictions on the freeway cut.

Studies of various types of structures were made for the Sunnyside Road Interchange in this section and the post-tensioned concrete box girder was selected for aesthetic reasons and the cost is within eight percent of the least acceptable type of structure. The 82nd Drive Undercrossing layout allows for a similar type of structure to be used and the architectural treatment will be the same. A detour at grade will be provided around the structure site.

The "Foundation Recommendations" indicate the use of steel piling on the end bents and steel piling or spread footing at three tons

Mr. R. E. Simpson
Page 2
June 10, 1971

per square foot at the center bent. The retaining wall is to be on a spread footing at up to three tons per square foot. The cost of this structure, including the retaining wall, is \$795,000 based on estimated quantities and with an allowance for engineering and contingencies.

This is a preliminary submittal for your approval.

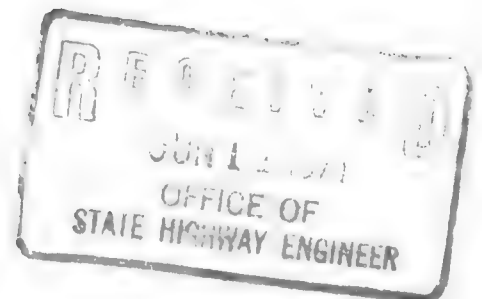
Very truly yours,

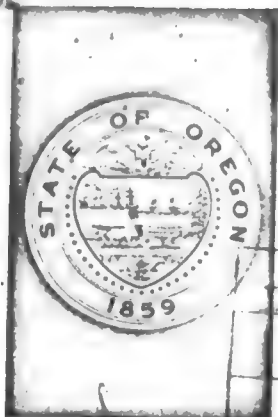
R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

JEB:dh
Enclosures

cc A. E. Johnson ✓
L. H. Young
V. E. Skoog





RECEIVED
JUN 15 1971

OREGON STATE
HIGHWAY DIVISION

7115
HIGHWAY BUILDING

• SALEM, OREGON • 97310

June 10, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P O Box 300
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Dear Mr. Simpson:

Sunnyside Road Undercrossing
S. E. Causey Ave.-Gladstone Intch. Section
East Portland Freeway
Clackamas County Bridge No. 9715

Enclosed are two prints each of drawings 27201 and 22805 which are the preliminary plan and elevation and the vicinity map for the Sunnyside Road Intch. Also enclosed are two prints of the geometric sheet, two prints each of two arch sketches and two copies of the Foundation Recommendations.

The existing alignment of Sunnyside Road is maintained with a slight vertical curve to provide for clearance to the freeway grades. The roadway width provides for four lanes of traffic with a left turn refuge. This is a full interchange in an area marked for future development with a proposed hospital and high school adjacent to the interchange. We anticipate receiving a written commitment from Clackamas County in the very near future that they intend to widen Sunnyside Road to four lanes within the next five years. Copies of this will be forwarded when available. Sidewalks on both sides are being provided.

Post-tensioned concrete box girder construction was selected on the basis of proven aesthetic qualities and structural integrity. Three other types of structures were considered steel box girders and two types of concrete spans with precast elements post-tensioned together after erection. The steel box girders were 40+% more expensive than the proposed post-tensioned box girder based on estimated quantities. The precast type structures were not considered satisfactory as far as appearance is concerned and provided only 8½% cost savings for the least acceptable structure. A detour at grade will be provided around the structure site.

Page 2

Mr. R. E. Simpson

June 10, 1971

The foundation recommendations are for steel piling at end bents and spread footing at the center bent. The estimated cost of this structure based on estimated quantities, is \$789,000 including an allowance for engineering and contingencies. This is a preliminary submittal for your approval.

Very truly yours,

R. L. Porter

State Highway Engineer

By

ORIGINAL SIGNED

IVAN D. MERCHANT

Ivan D. Merchant

Bridge Engineer

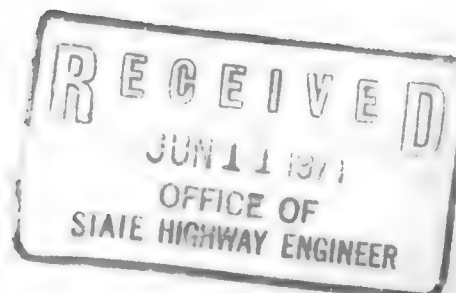
JEB/ag

Enclosures

cc: A. E. Johnson

L. H. Young

V. E. Skoog





JUN 15 1971

FOR THE
**OREGON STATE
HIGHWAY DIVISION**

1000 1022 31.1
1660
HIGHWAY BUILDING

• SALEM, OREGON • 97310

June 9, 1971

Mr. P. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

NOTED
A. E. JOHNSON

S.E. Causey Ave.-Gladstone Intch. Sec.
E. Portland Freeway
Clackamas Intch. U'xing Widening
Clackamas County

Enclosed are two prints each of drawing 27022, which is the preliminary plan and elevation, and the geometric sheet for the subject project. Also enclosed are two copies of the foundation recommendations.

The widening from the existing 54'-0" roadway width to 84'-0" roadway width is needed to accommodate the projected 1990 traffic. This allows for two 12'-0" lanes each way and a 12'-0" left-turn lane for eastbound traffic with 10'-0" shoulders and a 4'-0" median. Sidewalks are provided on both sides of the structure as are now on the existing structure and are being provided on the roadway section adjacent to the structure. The grades and alignment are to match the existing structure.

Prestressed, precast beam spans are used to match the existing structure, except that Type II AASHO beams are used for the widening in order to maintain the vertical clearance under the existing Type III beams over the proposed grading to six lanes of the East Portland Freeway. The bents will be extended in similar construction to the existing. These will be founded on steel pile at end bents and spread footings at interior bents.

The cost, based on estimated quantities and including an allowance for engineering and contingencies, is \$187,000. This is a preliminary submittal for your approval.

Very truly yours,

R. L. Porter
State Highway Engineer
By ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer



JEB:dh
Encl.

cc A. E. Johnson
L. H. Young, V. E. Skoog



**OREGON STATE
HIGHWAY DIVISION**

7660
HIGHWAY BUILDING

• SALEM, OREGON • 97310

June 4, 1971

Mr. L. I. Lindas
Assistant Attorney General
and Counsel

BUILDING

NOTED
A. E. JOHNSON

Dear Mr. Lindas:

East Portland Freeway Overcrossing
of Southern Pacific Railroad
Columbia River-Lake Road Section
East Portland Freeway
Clackamas County

In September of this year it is planned to contract the S. E. Caussey Ave.-Gladstone Intch. Unit of the East Portland Freeway. Within the limits of this proposed construction is a crossing of the tracks of the Southern Pacific Railroad. Attached are 15 prints each of drawings 22807, 22808, and 26836, the vicinity maps and plan and elevation drawing for the proposed structure. These drawings have been reviewed and approved by the Southern Pacific Transportation Company. The drawings are being submitted to you for use as exhibits to accompany an application for a PUC Order for this crossing.

The proposed structure is located in the NE 1/4 of the SW 1/4 of Section 4, T.28., R.2E., W.M., in Clackamas County. Separate structures will be required to carry the north- and southbound traffic. The northbound structure will be 300 feet in length of prestressed concrete beam construction with spans of 67 feet, 92 feet, 74 feet, and 67 feet. The roadway width will be variable providing for three through-traffic lanes plus a speed-change lane and shoulders. The northbound structure is located on a 1,000 foot vertical curve with a descending grade of 1.0698 percent from the northeast and an ascending grade of 2.6415 percent from the southwest. The point of intersection of the northbound grades is at Highway Station Ln709+30 at elevation 141.65. The northbound construction centerline intersects the center of the railroad tracks at Ln712+41.73POT equals RR501+35.66POT with an intersection angle of 52°6'39". The structure carrying southbound traffic will be of the same length, type of construction, and span arrangement as the northbound structure, but will have a constant roadway width of 54 feet providing for three through-traffic

Mr. L. I. Lindas
Page 2
June 4, 1971

lanes plus shoulders. No provision will be made for pedestrian traffic on either structure. The southbound structure is located on a 1,600 foot vertical curve with a descending grade of 1.1308 percent from the northeast and an ascending grade of 2.1026 percent from the southwest. The southbound grades intersect at Highway Station Ls704+00 at elevation 147.69. The southbound construction centerline intersects the tracks at Ls711+61.88POT equals RR500+07.58POCC with an angle of intersection of $52^{\circ}6'39''$.

The vertical and horizontal clearances are as indicated on drawing 26836 and exceed the minimum PUC clearances.

The construction of this overcrossing is being financed with federal and state funds. The railroad will not benefit from the construction and no participation in the cost is requested from them. Any expenses incurred by the railroad in connection with the construction of the project will be reimbursed to the railroad as permitted by PPM-30-3 with amendments and additions thereto.

The estimated daily traffic on the highway when it is open is 34,000 with an anticipated increase to 80,000 by 1990. Railroad movements average 30 train movements per day.

In this construction project the State should do the following: Prepare plans and estimates, award contract, and supervise construction. Upon completion of the project the State will maintain the structure and all highway appurtenances.

In this construction project the railroad should furnish preliminary engineering, switchmen and flagmen services to protect its operation during construction as required and, if necessary, remove and protect its signal and communication lines during the construction period and then place them in final location upon completion of the work. At their own cost the railroad shall maintain the roadbed and trackage.

Will you please prepare an application to the Public Utilities Commissioner for an order authorizing the above construction.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

WJH:dh
Attachments
cc A. E. Johnson
T. W. Litchfield



RECEIVED
JUN 16 1971

FOR FILE
I-205-7(22)-201
7660

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

June 4, 1971

To: Memo to the File

SUBJECT: Planning Session
Causey Rd - Gladstone Interchange Section.
I-205 Freeway - Clackamas County

The planning session for this section of I-205 Freeway was held in Salem at 9:30 a.m., June 2, 1971.

Right of Way still has some improved files to clear on this section while time is short, they should be able to meet the deadline.

The Bridge Division will have a very tight schedule to complete their design work and get final approval in time for the September letting. Mr. Wallace did indicate that they should be able to complete their plans in time.

Mr. Harwell is corresponding with Clackamas County on justification for 4-laneing Sunnyside Road. He expects a reply from Clackamas County in the near future.

The cost estimate for this section of I-205 has not been updated from that shown on the preliminary schedule. Mr. Hill Young is very anxious to get a more reliable estimate for programing this project.

The Federal Highway Administration is in general agreement with what is being proposed. Minor differences can be readily resolved.

Attached is a list of those people attending.

R. L. Schroeder
Metropolitan Engineer

by

H. J. Versteeg
Assistant Metropolitan Engineer

HJV:cw
Attachment

cc: F.B. Klaboe
David Moehring
Frank Hall
Hill Young
Ivan Merchant
Len Wallace

John Bond
Ken Rolfe
Val Johnson
Don Harwell
E. J. Valech, FHWA

10-15-1971
JUN 7 - 1971

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I-205-7(22) 301
7660

Salem, Oregon

May 27, 1971

SUBJECT:

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

S. E. Causey Ave.-Gladstone Intchge.
E. Portland Freeway
Clackamas County

BUILDING

Attached is a report from C. J. Gregg concerned with the selection of the pavement type to be used on the subject project. As I understand, you were leaning toward the CRPCC section having the 7-inch CTB (No. 1). It appears that it cannot be justified on basis of the present worth costs developed and that the CRPCC section (No. 2) would be the most economical section. You will note that this depends upon the modules of rupture value selected and the higher moduli has been used on previous design on this basis. It may be difficult to obtain FHWA approval on the lower modulus and the higher cost.

Will you please advise as to the pavement section to be used so that the Design Section can complete the design of this project.

W. H. Tebeau

W. H. Tebeau
Assistant Program and Planning Engineer

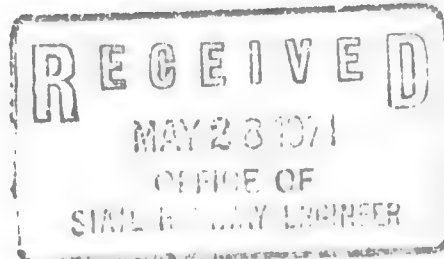
WHT:ia

Attach.

cc: L. H. Young

*ing net'd
to Tebeau
6-7-71*

*Tebeau
Tnd design 111 m
FAWA using 3300 psi
concrete.*



NOTED
F. B. KLABOE

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1971

To: L. H. Young
Program & Planning Engineer
Building

SUBJECT: Selection of Pavement Type
S. E. Causey Ave. - Gladstone Inter.
E. Portland Freeway
Clackamas County

Attention: W. H. Tebeau

An economic comparison has been completed for the subject section using the following pavement types:

(1) 8.0" *C.R.P.C.C.	(2) 8.0" **C.R.P.C.C.	(3) 8.0" A.C.
7.0" C.T.B.	4.0" C.T.B.	8.5" C.T.B.
5.0" A.B.	5.0" A.B.	5.0" A.B.

Present worth costs:

\$266,762

\$236,887

\$251,084

*Modulus of Rupture 467 p.s.i., which is equivalent to a compressive strength of 3300 p.s.i. in 28 days and conforms to the Standard Specifications.

**Modulus of Rupture of 525 p.s.i. equal to 3950 p.s.i. compressive strength in 28 days and would be shown in the Special Provisions. On ~~the~~ previous projects (13) a M.R. = 525 has been used.

Maintenance costs used are for 1964-1965, and are now being updated.

Using a lower M.R. thicker C.R.P.C.C. sections can be obtained, but cannot be economically justified when compared to A.C. sections of similar strength.

F. W. Yarbrough
Soils & Geology Engineer

C. J. Gregg
C. J. Gregg
Base Design Engineer

CJG:af

Attachments

Economic Comparisons of Pavement Types
with all Factors Used and 5% Compound Interest

_ S. E. Causey Ave. - Gladstone Inter.

_ E. Portland Freeway, Clackamas County

(25 Year Comparison Period)

Cost per 3-lane mile
w/shoulders

(1) PORTLAND CEMENT CONCRETE PAVEMENT

Initial Cost		\$ 258,503
Maintenance for 25 Years	\$586 (14.094)	8,259
Present Worth Cost		\$ 266,762

(2) ASPHALT CONCRETE PAVEMENT

Initial Cost		\$ 209,696
Resurfacing <u>3.0"</u> at <u>12</u> Years	\$37,474	
Engineering	\$ 37,474 (0.20)	7,495
Supplemental Work		-----
Traffic Delay		-----
		\$44,969

The present worth of resurfacing is (\$44,969 (0.5568)) \$ 25,039

Maintenance for 25 years	1160 (14.094)	16,349
--------------------------	---------------	--------

Subtotal		\$ 251,084
----------	--	------------

*Less Salvage		
---------------	--	--

Present Worth Cost		\$ 251,084
--------------------	--	------------

SAVINGS PER	<u>3</u>	LANE MILE USING	<u>A.C.</u>	\$ 15,678
-------------	----------	-----------------	-------------	-----------

* For purposes of this comparison, the original A.C. pavement is expected to require resurfacing in 12 years, for a total service period of 25 years, and an additional blanket will be required at that time.

Economic Comparisons of Pavement Types
with all Factors Used and 5% Compound Interest

S. E. Causey Ave. - Gladstone Inter.

E. Portland Freeway, Clackamas County

(25 Year Comparison Period)

Cost per 3-lane mile
w/shoulders

(3) PORTLAND CEMENT CONCRETE PAVEMENT

Initial Cost

\$ 228,628

Maintenance for 25 Years \$586 (14.094)

8,259

Present Worth Cost

236,887

ASPHALT CONCRETE PAVEMENT

Initial Cost

Resurfacing _____ at _____ Years _____

Engineering _____

Supplemental Work _____

Traffic Delay _____

The present worth of resurfacing is _____

Maintenance for 25 years _____

Subtotal _____

*Less Salvage _____

Present Worth Cost _____

SAVINGS PER _____ LANE MILE USING _____



TOM McCALL
GOVERNOR

RECEIVED

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

I-205-7(12)301
HIGHWAY BUILDING
7660

SALEM, OREGON • 97310 Phone 378-6511

May 14, 1971

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Description of Easement
S. E. Causey Avenue - Gladstone
Interchange Section
East Portland Freeway
Clackamas County
R/W File No. 45722
Your File: 322
0-0-67-8

Gentlemen:

Herewith you will find two (2) prints each of a portion of our right of way map No. 9B-2-2 and the description of the easement required across your property to accommodate the proposed overcrossing structures. Please review this description and if satisfactory, include it in the appropriate agreement and indenture for this project.

Please refer to your letter dated August 14, 1970, to the attention of our Mr. Earl F. Saling under your File No. 311-05. That letter pertains to our file 42677 regarding a small parcel of property sold to you by Golden West Broadcasters Inc., which was inadvertently included in a warranty deed from Golden West Broadcasters Inc. to the State. That parcel of property is not required for right of way by the State and, therefore, as part of this transaction, the State will quitclaim what interest it has acquired in that parcel to Southern Pacific and thus eliminate the cloud on the title. You will find two copies of the deed form attached.

Bids for this project are scheduled to be opened on September 30, 1971. Additional information will be submitted to you as it becomes available.

TWL:dl
Enclosures

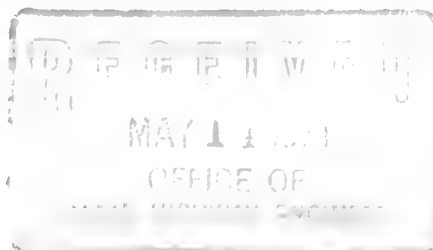
cc: F. B. Klaboe
I. D. Merchant
F. L. Hall
L. H. Young
D. H. Moehring
R. L. Schroeder
Jack Hesla

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer



RECEIVED
APR 20 1971

FOR FILING

I-205-7(22)-301
7660

April 28, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

NOTE: This replaces April 14
letter to Mr. Simpson re this
matter. Please destroy earlier
letter.

4110

Dear Mr. Simpson:

As you know, we have scheduled the S. E. Causey Avenue-Gladstone Interchange Section of I-205 for letting in September 1971 and the S. E. Duke Street-S. E. Causey Avenue Section for letting in January 1972. Final design of these sections is well under way and right-of-way purchase is being rapidly consummated.

We propose to proceed on the following basis:

(1) Right-of-way north of Sunnyside Road will be purchased on the basis of a future Johnson Creek Freeway. This freeway is on the approved Portland-Vancouver Metropolitan Transportation Study, 1990 Transportation Plan and meets all the criteria for the new urbanized system and will, to the best of our knowledge, be selected for this new system.

(2) While we intend only to purchase right-of-way for the main line in the vicinity of the Johnson Creek Interchange at this time, the purchase of said right-of-way for the Johnson Creek Interchange and its connections between I-205 and 92nd Avenue may be instituted in the near future as part of the initial consideration.

(3) We recognize that the Federal Highway Administration's position is that only the Johnson Creek freeway-to-freeway Interchange should be built and, further, that you do not accept the temporary substitution of a local interchange for it. However, we will have to discuss the matter fully with local representatives before we can agree with your position.

(4) The grading section for the main line contract will be closely coordinated during our design work with appropriate personnel from your organization. It is our intention to provide for three lanes each way between Sunnyside Road and the Johnson Creek

Mr. R. E. Simpson
Page two
April 28, 1971

Interchange and four lanes between the Johnson Creek Interchange and an appropriate point in the vicinity of the Woodstock-Powell couplet. The original section, if the Johnson Creek freeway-to-freeway Interchange is not included, would be paved only three lanes north of the proposed Johnson Creek Interchange. However, we feel that the structures involved should be constructed to accommodate a future facility.

Your prompt approval of this procedure will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
A. E. Johnson
F. L. Hall
L. H. Young
R. L. Schroeder

COMMENTS - (as discussed with Mr. Klaboe)

Paragraph (2)

The purchase of right of way for the Johnson Creek Interchange beyond the limits ^{needed} ~~made~~ for the main line or for any connection between the I-205 main line and 82nd Avenue may be purchased as part of the initial consideration.

Paragraph (3)

As far as we are concerned no interchange will be contracted along with the main line contract except that as initially presented.

Paragraph (4)

Approval at the present time is for only three lanes south of Johnson Creek, four lanes northerly. Without Johnson Creek initial construction would include only three lanes *to the north.*

Stayed cannot wait
R. E. Simpson *Sh to alt.*

AK

RECEIVED

APR 20 1971

DESIGN
SECTION

Do Not File
Keep
Return To
Other



I-205-7(22) S.E. Causey Ave.-Gladstone 1971
301 Int. Sec., E. Pld. Freeway
#7660 (GOLDEN WEST BROADCASTERS, INC.)

1911

File Copy 5

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7660
Special
DATE March 5, 1973

TO R. N. Bothman
Metropolitan Engineer

FROM 
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Illumination Interference with Radio Station KEX
S.E. Causey-Gladstone Section, I-205

Ed Hardt's suggestions in the last paragraph should
be implemented, it appears to me.

Please follow up.

HSC:ia

cc C. T. Keasey
J. B. Boyd
E. L. Hardt

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE February 26, 1973

TO A. E. Johnson
Deputy State Highway Engineer

FROM *J. B. Boyd*
J. B. Boyd

SUBJECT Right of Way Engineer

File 42677 - Golden West Broadcasters, Inc.
SE Hinkley Avenue - Lake Road Interchange Section
East Portland Freeway, Clackamas County

Attached is a letter I received from our attorneys which indicates a planning commission authorization has been obtained by Moyer Enterprises to erect a four-screen drive-in theater near their transmitter site.

In our negotiations with Golden West Broadcasters we were made liable for conditions which might arise due to the construction of the East Portland Freeway in the vicinity of their transmitter. The construction of this screen will greatly complicate the assessment of damages or effect.

I suggest that this be reviewed with administration to determine if we wish to change our stand on this problem. As you will note, during a planning commission meeting Ed Hardt took neither a for nor against position.

Att.
JBB:JP
cc Leonard I. Lindas

RECEIVED
MAR 2 1973

Office of
Assistant State Highway Engineer

RECEIVED STATE HWY ENGR						
FEB 26 '73						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

GOLDEN WEST BROADCASTERS

5858 Sunset Boulevard · Los Angeles · California 90028
(213) 469-5841

CLAIR L. STOUT
Vice President
Secretary and Treasurer

February 16, 1973

REFERRED 2-22-73
TO J.B. Boyd
FOR Your info
LEONARD I. LINDAS

Leslie B. Hampton, Esq.
Assistant Attorney General
Trial Division
Department of Justice
100 State Office Building
Salem, Oregon 97310

Dear Mr. Hampton:

RE: Golden West Broadcasters
I-205 (Clackamas County)
R-42677

In December the County Planning Staff branded a request of Moyer Enterprises to erect a four-screen drive-in theatre near our transmitter site as "premature". It noted, among numerous other objections, that the project's proposed screen could possibly result in re-radiation problems at Radio Station KEX. The Planning Staff recommended the request be denied or tabled.

Ed Hardt, a State Highway Project Engineer, stated at the Planning Commission's meeting that he was neither for nor against the request but asked the Commission to delay a decision until 1974 when his department could complete work with radio stations on re-radiation problems caused by the nearby I-205 highway construction. Then the theatre could work out their own program of re-radiation which might occur with the proposed screens of Moyer Enterprises.

RECEIVED
FEB 29 1973
ATTORNEY GENERAL
SALEM, OREGON

KVBC Los Angeles · KSFO San Francisco-Oakland · KEX Portland · KVI Seattle-Tacoma · KTLA-TV Los Angeles

Leslie B. Hamp, Esq.
February 16, 1973
Page 2.

The Planning Commission denied the request of Moyer Enterprises for a conditional use permit to construct a multi-screen drive-in theatre.

By order dated February 12, the Board of Commissioners of Clackamas County in 73-163 reversed the Planning Commission and granted Moyer Enterprises a conditional use permit subject to a number of conditions, one of which was:

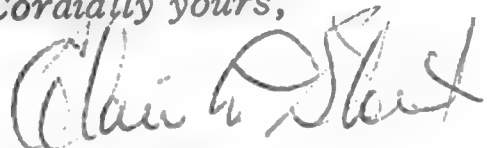
"Every effort shall be exerted by the applicant to cooperate with radio station (KEX) and the Federal Communications Commission (FCC) to alleviate any difficulties which might arise for the radio transmissions prior to commencing construction of the theatre facility."

As you know, Golden West Broadcasters, Incorporated, has a contract with the Oregon Highway Commission which imposes upon the State the burden of paying for whatever may be required to insure that KEX's pattern is not altered during the course of the State's proposed highway construction.

In view of the fact that the construction of the drive-in theatre may result in re-radiation problems we urge you to use every effort to cause Moyer's construction to be delayed until after your highway construction has been completed. Richard Kale, General Manager of KEX, will assist you in any manner possible to obtain this result.

Please let me hear from you.

Cordially yours,



Clair L. Stout, Esq.

cc: Mr. Grant S. Feikert
Mr. Thomas C. Crosnoe
Mr. Richard Kale
Mr. Edward L. Hardt
Mr. Leonard I. Lindas ✓
Mr. Kenneth Rolfe
Mr. Milner Mead

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCESalem, OregonNOTED
H. S. COULTER

DATE February 15, 1973

TO Memorandum to the File

FROM Edward L. Hardt ORIGINAL SIGNED BY EDWARD L. HARDT
Construction Field Engineer

SUBJECT SE Causey-Gladstone Section
I-205
Contract No. 7660
Illumination Interference with Radio Station KEX

On February 13, 1973, I received a telephone call from Tom Crosnoe, who represents Golden West Broadcasters (Radio Station KEX) out of Los Angeles. He called me because he had talked to me previously while I was in Metro regarding our problems with high level illumination and Radio Station KEX.

Mr. Crosnoe had just learned that Moyer Enterprises' permit to construct a four-screen-movie-theater adjacent to the KEX transmitting site had been approved by the Clackamas County Board of Commissioners over the objections of the Planning Commission.

He is concerned that the problems created by this installation would become mixed up with the possible problems that KEX may have with the Highway Division, and he wondered if we would be interested in requesting Clackamas County to delay Moyer's construction until our problems with KEX are resolved.

I told him I thought the Highway Division would be reluctant to interfere with local politics at least until it was shown that this might be the only way to solve the problem. I said I thought our best move would be to expedite our illumination work hoping that it would be concluded, and its impact on KEX measured, and taken care of before construction of the outdoor screens started. According to the newspaper these screens were not to be built until sometime in 1974.

I would suggest that Metro working with Bob Dixon and Grant Feikert, if necessary, put together a proposed schedule of the different stages necessary to complete our illumination installation in front of Radio Station KEX. Moyer Enterprises should also be contacted to learn their construction schedule. When this work is completed, we will be in a better position to decide whether we want to try to delay construction of the screens.

ELH/AG

cc H. S. Coulter
W. J. Hart
R. N. Bothman
Les Hampton
Grant Feikert
D. O. Christensen

RECEIVED

FEB 20 1973

Office of
Assistant State Highway Engineer



RECEIVED
MAY 11 1972

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7660
HIGHWAY BUILDING
Spec.

SALEM, OREGON • 97310

DATE May 10, 1972

TO

R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM

George M. Baldwin
Administrator of Highways

By

ORIGINAL SIGNED

Walter J. Hart WALTER J. HART

Bridge Engineer
Radio Engineer's First Report
Causey-Gladstone Section
East Portland Freeway
Contract 7660

SUBJECT

Attached is one copy of Mr. Grant Feikert's report on radio stations KXL, KEX, and KYXI. These reports deal with the three stations' directional antenna performance prior to construction work on the Causey-Gladstone Section of I-205.

This report was called for in the stations' agreement with Mr. Feikert. One copy of each report has been submitted to the respective radio stations for their information.

WJH:dh
Attachment

cc A. E. Johnson
L. H. Young
V. E. Skoog

NOTED
A. E. JOHNSON



RECEIVED
MAR 20 1972

Form FHWA-121 (1)

UNITED STATES GOVERNMENT

FOR FILING

7660

Memorandum



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300

Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 24, 1972

In reply refer to: 10-35-FA

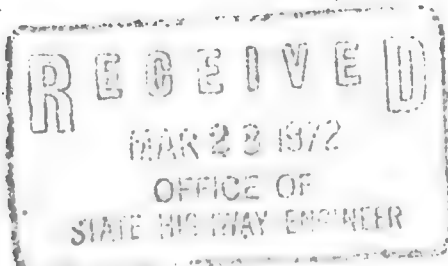
FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)303
Columbia River - Lake Road Section
Consultant Agreement with Mr. Grant S. Feikert

The Consultant Agreement with Mr. Grant Feikert for the measurements of the radio signal strengths is hereby formally approved as submitted with Mr. Oakes' March 22, 1972 letter. Verbal authorization to proceed with the work under this agreement has been granted effective January 24, 1972.

3-28-72

Proctor



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN



(D) F R E D W I L L I S
MAR 26 1972
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

7660
HIGHWAY BUILDING
SA.

SALEM, OREGON • 97310
March 22, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97310

File 42677-Golden West Broadcasters
Also Radio Stations KXL and KYXI
S.E. Hinkley-Lake Road Interchange
East Portland Freeway
Clackamas County

Projects I 205-7(2)303 and
I 205-7(1)290

Dear Mr. Simpson:

Attached for your information is a fully executed copy of our agreement with Grant Feikert covering his services as a radio consultant in connection with the signal strengths of Radio Stations KEX, KXL and KYXI.

It should be noted that, because of imminent construction scheduling, advance approval was needed. In telephone conversation with M. M. Mead on January 24, 1972, Glen Green gave verbal authorization for Mr. Feikert to proceed subject to receipt and approval of a satisfactory agreement.

Details regarding necessity, consultant's qualifications and the proposed fee were covered in my letter of January 21, 1972, to L. H. Young, a copy of which is attached. We trust this will answer all the questions posed in Mr. Simpson's letter of December 22, 1971, (08-35-FA) and that the subject agreement will be fully eligible for participation.

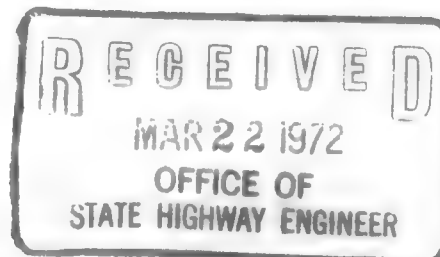
Very truly yours,

John R. Oakes
Assistant Right of Way Engineer

attachment

cc: Tom Edwards ✓
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

NOTED
TOM EDWARDS



RECEIVED
MAR 27 1972

FOR FILING

7660
Spec.

Salem, Oregon
March 20, 1972

5f
2-22-72

Grant Feikert agreement

Mr. David Moshring
Right of Way Engineer

Attention: Milner Mead

MISC. CONTRACTS and
AGREEMENTS No. 4432

Attached for sending to Grant Feikert is a fully executed copy of an agreement covering tests regarding transmission signal strength of Radio Stations KEX, KXL, and KYXI as related to the right-of-way taking for the Causey Avenue-Gladstone Interchange Section of I-205 in Clackamas County.

We have retained a fully executed copy of this agreement for the Commission's files.

C. W. Head, Assistant Secretary

flm
Att.



TOM McCALL
GOVERNOR

**DEPARTMENT OF
GENERAL SERVICES**

OFFICE OF THE DIRECTOR

GENERAL SERVICES BUILDING • SALEM, OREGON • 97310 • Phone 378-4658

March 16, 1972

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Query:

This is to approve the agreement between the State Highway Commission and Grant S. Feikert, as requested in your letter of February 23, 1972.

Sincerely,

Leander Quiring
Director

LQ:dm

Enclosures

cc Ramon A. Damerell

NOTED
FLOYD QUERY

February 23, 1972
FOR MR. QUIRING'S PERSONAL ATTENTION
Mr. Leander Quiring, Director
Department of General Services
1225 Ferry Street, S.E.
Salem, Oregon 97310

5f
2-22-72

when receive
from GS.
check with
Milner

Dear Mr. Quiring:

Attached are three copies of an agreement with Grant Peikert covering tests regarding transmission signal strength of Radio Stations KEI, KIL, KYXI as related to the right-of-way taking for the Causey Avenue-Gladstone Interchange Section of I-205 in Clackamas County.

Also attached are copies of letters from the State Highway Engineer to the Highway Commission explaining the agreement and from the Federal Highway Administration giving their approval.

If you approve the agreement, please return two executed copies. The third copy is for your files. We would appreciate it greatly if consideration of this agreement could be given at an early date.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fk
Att.

cc David Moshring
Attn: Milner Mead

RECEIVED
FEB 14 1972

FOR FILING

I-205-7(52)301
7660

February 10, 1972

Oregon State Highway Commission

Gentlemen:

Prior agreement with Mr. Grant Feikert, Consulting Radio Engineer, concerned consultation and testing regarding the transmission signal strength of Radio Station KEX as related to our right of way taking for the Causey Avenue-Gladstone Interchange Section of the proposed I-205 Freeway. Subsequent planning on this project has called for high mast illumination structures. Radio Stations KEX, KXL and KYXI have indicated that such structures will interfere with their transmission signals, and additional tests are considered necessary.

A new agreement has therefore been negotiated with Mr. Feikert to include the additional work. The total payment to the consultant shall not exceed \$1,500 for each report of each of the radio stations. In no case shall the maximum payment for all work exceed \$22,500.

Telephonic approval of the agreement was received from Mr. Jackson on February 4, 1972.

This item will be on the agenda at the February 22 meeting for confirmation and the granting of authority to the Secretary to sign the agreement for and on your behalf.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc: Floyd Query
George Baldwin
F. B. Klaboe
A. E. Johnson
L. I. Lindas
D. H. Moehring
L. H. Young
V. E. Skoog
Gary Ross
Gary Sund

UNITED STATES GOVERNMENT

REC-121

Memorandum

FOR

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATIONBox 300
Salem OR 97308TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 1, 1972

In reply refer to: 10-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, OregonSUBJECT: Oregon Project I-205-7(2)303
Columbia River - Lake Road Section
Consultant Agreement with Mr. Grant S. Feikert

The proposed agreement with Mr. Grant S. Feikert for the performance of radio transmission tests on Stations KEX, KXL and KYXI and recommendations relating to the design of the proposed roadway illumination has been reviewed as submitted with Mr. Young's January 25 letter and is approved as to form. This also confirms the verbal authorization granted by this office to proceed effective January 24 subject to the execution of a satisfactory agreement.

You are cautioned, however, that approval of this agreement does not automatically obligate Federal funds to participation in any damages or corrective measures that may be recommended by this study.

2-8-72
RECEIVED TOSchroeder
BY DEPUTY STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 26 1972

FOR FILING

I-205-7(22)301
7660

January 25, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Project No. I-205-7(2)203
Columbia R.-Lake Rd. Section
Preliminary Engineering

Dear Sir:

In accordance with your letter of December 22, 1971, on the subject project, we are forwarding for your approval two copies of a proposed Consultant engineering agreement between the State and Grant S. Feihert (Consultant Radio Engineer) for the performance of radio transmission tests on Radio Stations KHX, KXL and KYXI and recommendations relating to the design of the proposed roadway illumination.

No increase in the total cost or Federal funds for the project as presently under agreement is anticipated at this time for the proposed Consultant engineering work.

The enclosed copy of Mr. Oakes' memo of January 21, 1972, provides additional information regarding the need for this service, the Consultant's qualifications and proposed fee.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programming Engineer

CL:bb

Enc.

cc: J. R. Oakes
R. H. Chase
M. Mitchell

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21, 1972

To: Mr. L. H. Young
Program & Planning Engineer

B U I L D I N G

SUBJECT: File 42677-Golden West Broadcasters
Also-Radio Stations KXL and KYXI
S.E. Hinkley-Lake Road Interchange
Clackamas County

Project I 205-7(5)300

Negotiations for our right of way taking from Radio Station KEX (subject) obligated the State to make necessary before and after transmission signal tests to provide documentation as to damages which might result from that taking and subsequent highway construction.

By relatively informal agreement dated February 13, 1969, we engaged the services of Mr. Grant Feikert, Consulting Radio Engineer, for conferences, recommendations and tests as needed for those purposes.

Mr. Feikert has recently retired from State service wherein he held the title of Engineering Consultant to the Oregon Educational Broadcasting section of the Division of Continuing Education. As such he administered the design and construction of Television Channels 7 in Corvallis and 10 in Portland. He further was responsible for Inter-City Micro-Wave systems between Eugene, Corvallis and Portland. He has served as consultant to numerous television and radio stations in the Pacific Northwest and is recognized as a qualified radio consultant by the F.C.C. Mr. Feikert most recently has been named a Professor Emeritus in the field of electric and electronic engineering by Oregon State University. His qualifications appear more than adequate.

Recent indications from Radio Stations KEX, KXL and KYXI show that our presently proposed high-mast illumination structures in the vicinity of these stations will interfere with their radio signals. Information concerning these claims was transmitted to the Federal Highway Administration along with Mr. D. H. Moehring's letter of December 8, 1971, wherein it was proposed that our prior agreement with Mr. Feikert be expanded to include the new situation. Because the new studies involve tests and recommendations related to the ultimate design of the proposed high-mast illumination structures, FHWA by letter of December 22, 1971, indicated that it should be handled as a preliminary engineering matter. Our tentative agreement with Mr. Feikert therefore was not considered adequate and the attached redraft, prepared to conform with the guidelines of PPM 40-6, should now be submitted for FHWA approval.

RECEIVED
JAN 24 1972
R. D. ASBURY

NOTED

R. D. ASBURY

Mr. L. H. Young
January 21, 1972

-2-

Due to the unique nature of the problem itself, and because we have had no past experience upon which to base comparisons, the requirements for projected cost estimates by the State and by the Consultant are virtually impossible to document. Discussions with various State technical personnel indicate that Mr. Feikert's daily rate of pay is reasonable. The full extent of the studies will depend upon facts and recommendations to be determined by the tests themselves.

Because the construction contract for this highway project has already been let, and because initial tests to be made must reflect the existing situation (prior to any construction), it is imperative that we proceed as rapidly as possible.

Copies of the revised agreement have been sent by the Appraisal Unit to Mr. Feikert for signature.



John R. Oakes
Assistant Right of Way Engineer

RECEIVED

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 22, 1971

In reply refer to: 08-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(1 & 2)
East Portland Freeway
Proposed Study for Radio Stations KEX, KXL, & KYXI

Upon reviewing the subject proposed study as transmitted with Mr. Moehring's December 8 letter it is our opinion that this is more properly a preliminary engineering effort to develop the proper design of the illumination facilities that will have the least effect on the environment of the existing radio stations. Therefore, this proposal should be prepared in accordance with the requirements of PPM 40-6 as a "Specific-Rate-of-Pay" type of agreement (Paragraph 4f PPM 40-6). This recommendation is premised on the assumption that the State is to maintain a strict control over the consultant's work.

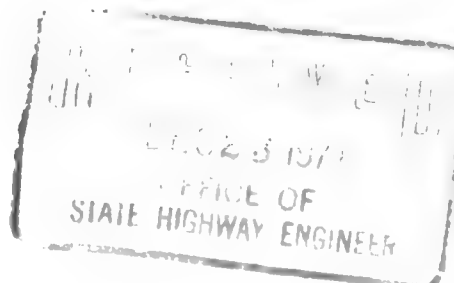
While the need for this type of service is generally recognized your transmittal of the proposed agreement should again document it in some detail. Also the consultant's qualifications should be thoroughly covered and the proposed fee should be broken down in detail and a comparison furnished to demonstrate that it is reasonable. The body of the proposal should of course describe in detail exactly what is to be done when, where, and how.



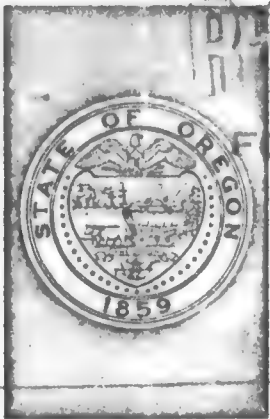
NOTED
A. E. JOHNSON

Moehring will handle J

NOTED
TOM EDWARDS



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN



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DEC 11 1971

FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

peril file

HIGHWAY BUILDING • SALEM, OREGON • 97310
December 8, 1971

I-205-7(5)300
7660

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97310

File 42677-Golden West
Broadcasters
Also-Radio Stations KXL and KYXI
S.E. Hinkley-Lake Road Int.
East Portland Freeway
Clackamas County

Project I 205-7(5)300

Dear Mr. Simpson:

Radio Stations KEX, KXL and KYXI, all located in close proximity to the Causey Avenue-Gladstone Interchange Section of the proposed I-205 freeway, have declared that high-mast illumination structures would create serious disturbances to their transmission of radio signals. Should their claims prove true, and should it also be proven that a legal responsibility exists, complicated appraisal problems, both as to the greater damage suffered and probable costs to cure that damage, would be created.

Attached is a copy of Frank C. McKinney's November 29, 1971, memorandum to Milner Mead in which he, as Assistant Counsel, recommends that although there is no physical taking from KXL and KYXI, studies be made of before and intermediate situations as they relate to all stations.

Also attached is a copy of A. E. Johnson's November 26, 1971, letter in which he requests similar studies to aid in our construction planning, thus possibly averting the problem either in its entirety or reducing it to a minimum. A report from Hammett and Edison, consulting engineers representing the stations, is attached to Mr. Johnson's letter.

Prior discussions and negotiations with Station KEX (subject file) have involved the services of Grant Feikert, a consulting radio engineer from Corvallis. It is contemplated that his work be extended to include studies of this new development as it pertains to all stations. A copy of our proposed agreement with Mr. Feikert is also attached.

**NOTED
A. E. JOHNSON**

Mr. R. E. Simpson

December 8, 1971

-2-

Because of the damage implications, and because such studies will aid both in legal (appraisal) and in construction planning, it is considered essential that we retain Mr. Feikert. Due to the unusual nature of the problem, we have no background data to guide us. However, it is estimated that the combined tests will entail some \$15,000 (\$1,000 per station per test). Actual billing is requested upon a per diem basis. It should be noted that the work necessarily involves coordination with the stations' engineers and hence may involve certain additional costs for their services.

In accordance with the exceptions provided in paragraph 4e.(2)(c), PPM 80-3, we hereby request your prior concurrence and approval for participation in the costs of the proposed studies.

Very truly yours,

D. H. MOEHRING
Right of Way Engineer

attachment

cc: Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell





OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310
December 8, 1971

Mr. Grant S. Feikert
Consulting Radio Engineer
321 N. Twenty-Third Street
Corvallis, Oregon 97330

File 42677-Golden West Broadcasters
Also-Radio Stations KXL and KYXI
S.E. Hinkley-Lake Road Interchange
East Portland Freeway
Clackamas County

Project I 205-7(5)300

Dear Mr. Feikert:

In accordance with our prior discussions, I am enclosing two copies of a proposal and agreement covering tests to be made relative to the transmission signals of Radio Stations KEX, KXL and KYXI. Please complete and return both copies to this office. Upon approval and acceptance, one copy will be mailed back to you with instructions to proceed.

Should you have any questions regarding the work involved, please do not hesitate to ask. It is my understanding that you have copies of Mr. A. E. Johnson's letter of November 26, 1971, to Mr. Robert L. Hammett and of Hammett and Edison's report of October 1, 1971, both of which indicate the problem and tentative recommendations for solution.

Due to the fact that our construction contract has been let, we will sincerely appreciate your immediate attention to the matter. Please accept my personal thanks for your time and cooperation in guiding me to a better understanding of the overall situation.

Very truly yours,

D. H. MOEHRING
Right of Way Engineer

Milner M. Mead

Milner M. Mead
Appraisal Supervisor

MMM:MH
enclosure

cc: A. E. Johnson /w/att. ✓
L. I. Lindas /w/att.
R. E. Royer /w/att.

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DEC 3 - 1971

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I-205-7(22)301
7660

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

.....Portland, Oregon 97213.....
.....December 1, 1971.....

NOTED
A. E. JOHNSON

To: Roy T. Heinz
Arvey Nelson

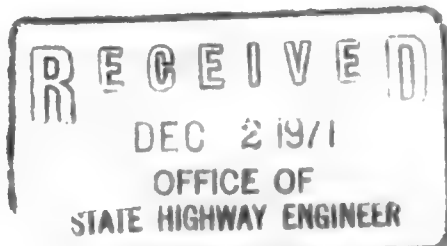
SUBJECT: Causey Road-Gladstone Section
I-205 Freeway
Highway Illumination vs.
Radio Stations

Attached you will find copies of six letters together with related attachments having to do with a possible conflict between the existing radio stations KYXI, KEX and KXL and the highway illumination for the subject project. The radio stations, in particular KYXI, are concerned that our highway illumination and particularly the 120 foot towers will cause them "insurmountable" problems with regard to the pattern of their transmission signal.

I would suggest that you read through this material and become acquainted with the various aspects of the problem. As you may have noted, we have pulled off the light towers from the Lake Road Interchange and will install only the foundations under the current contract. As outlined in Mr. Johnson's letters of November 26, we will approach this problem in stages in order to determine the impact on the radio stations of first the temporary the wooden poles, secondly the 50 foot steel poles and thirdly the tall light towers, if we get that far.

For your information, Exhibit "B" which is attached to my letter of October 1, is our agreement with radio station KEX consummated as part of our right of way negotiation with them which binds us to take care of any problems created by our lighting system. Since we did not have such negotiations with the other two radio stations, our relationship with them is not quite as well defined.

Please keep this correspondence and this problem in mind during the various stages of the project so that Mr. Feikert can be activated to perform his tasks at the appropriate time.



R. L. Schroeder
Metropolitan Engineer
By:

ORIGINAL SIGNED BY EDWARD L. HARDT

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

Encs

cc: A. E. Johnson

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DEC 1-1971

FOR FILING

DEPARTMENT OF JUSTICE

7660

Mr. Mead

DATE: November 29, 1971

I 205.7(5) 300

FROM: Frank C. McKinney

SUBJECT: File R-42677
Golden West Broadcasters
S.E. Hinkley-Lake Road Int., East Portland Freeway

I have for reply your request of October 28, 1971, with respect to whether or not we are legally responsible to T.V. stations KXL and KYXI in the event that our high mast illumination system along 205 interferes with the transmission signals of the stations.

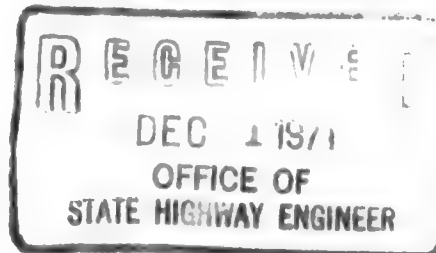
We have not had a chance to complete the research necessary for an opinion to determine liability in the event of interference. It is our opinion, however, that a study should be made of the present transmission signals prior to the installation of any illumination system. We would need this information in evaluating or arriving at an opinion of our liability. In the event that we might be liable this information would be absolutely imperative to the defense of any case.

It is my understanding that Mr. Al Johnson is forwarding to Mr. Moehring a request that Mr. Grant Feikert should work with the T.V. stations' consultant, Hammatt and Edison, in determining the signal that exists prior to the installation of the system along I-205. After these results are in and a determination made, and after installation of some of the proposed illumination system we can then more accurately determine whether any liability does or does not exist.

I sincerely hope this answers your question and if I can be of further assistance please advise.

FCM:jm

cc- Al Johnson
J. R. Oakes
L. I. Lindas
I. D. Merchant
R. E. Royer
K. Rolfe



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DEC 1-1971

FOR FILING

T-205-7(22)301

ROBERT L. HAMMETT
EDWARD EDISON
LAWRENCE W. TEMPLETON

ROBERT P. SMITH
RONALD H. TODD
F. PAUL MONACO, JR.
EDWARD HURT

HAMMETT & EDISON
CONSULTING ENGINEERS
RADIO AND TELEVISION

BOX 68, INTERNATIONAL AIRPORT
SAN FRANCISCO, CALIFORNIA 94128

AREA CODE 415
342-5208

November 29, 1971

Mr. A. E. Johnson
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Johnson:

This will acknowledge your letter of November 26, concerning the freeway lighting poles to be installed in the vicinity of Radio Stations KYXI, KXL, and KEX. I have taken the liberty of sending a copy of your letter to the various interested parties. Edward Edison, who is responsible for our firm's work on this matter, will be returning within a week from an overseas project and will get in touch with you shortly. Thank you for your cooperation in this matter.

Very truly yours,

Robert L. Hammett
Robert L. Hammett

mb

cc:

Mr. Ed Hardt	(1)
Mr. I. D. Merchant	(1)
Mr. Willard Shimski	(1)
Mr. William Gott	(1)
Mr. John W. Kendall	(1)
Mr. Thomas C. Crosnoe	(1)
Mr. Paul Matthews	(1)
Mr. D. A. Peterson	(1)
Mr. Bryce Howard	(1)
Mr. A. E. Towne	(1)
Professor Grant Feikert	(1)

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DEC 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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I-205-7(22)
7660

November 26, 1971

433
Mr. Robert L. Hammett
Hammett & Edison
Box 68, International Airport
San Francisco, California 94128

Dear Mr. Hammett:

Reference is made to your letter of October 27 enclosing a copy of the engineering statement of Edward Edison concerning the problem of the effect of freeway lighting on the transmitting facilities of Radio Stations KYXI, KXL and KEX.

For your information, we are in the process of retaining Mr. Grant Feikert, Consulting Radio Engineer, to make the following tests in the following order:

1. "Before" readings (proof-of-performance measurements) immediately prior to any construction.
2. Measurements should again be taken prior to the installation of any construction lighting.
3. After the first group of temporary 50-foot wood poles for construction lighting are in place, measurements should again be taken to determine their effect on the radio stations.
4. If things look favorable to this point, the 50-foot steel poles should be installed at the test points called for in the contract (as soon as construction has progressed to the point that the footings can be

Mr. Robert L. Hammett
November 26, 1971
Page 2

installed). Tests should then be run to determine their effect.

5. If the 50-foot steel poles check out without unsolvable or major problems, then test towers will be installed and performance tests run.

After each of the test items above (3, 4, or 5) an evaluation shall be made as to whether we should revise the illumination system or proceed to the next step.

We will expect Mr. Feikert to work with the three radio stations. I believe the procedure we have outlined above will determine if we have a problem in our lighting and will resolve the situation to the satisfaction of all concerned.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

cc R. L. Porter
Tom Edwards
Ivan Merchant
L. I. Linds
R. L. Schroeder
D. H. Moehring
R. E. Royer
Milner Meade

Salem, Oregon
November 26, 1971

David H. Moehring
Right-of-Way Engineer

Causey Avenue-Gladstone
Interchange Section
E. Portland Freeway (I-205)
Clackamas County
Highway Illumination vs.
Radio Stations

I am advised by Frank McKinney that you have retained Mr. Grant Feikert, Consulting Radio Engineer, in connection with our agreement with Radio Station KEX. Attached is a copy of a report by Hammett & Edison, consultants for Radio Stations KEX, KXL and KYXI.

Please extend Mr. Grant Feikert's work as our representative to work with all three radio stations and to make the following tests in the following order:

1. "Before" readings (proof-of-performance measurements) immediately prior to any construction.
2. Measurements should again be taken prior to the installation of any construction lighting.
3. After the first group of temporary 50-foot wood poles for construction lighting are in place, measurements should again be taken to determine their effect on the radio stations.
4. If things look favorable to this point, the 50-foot steel poles should be installed at the test points called for in the contract (as soon as construction has progressed to the point that the footings can be installed). Tests should then be run to determine their effect.

David M. Moehring
November 26, 1971
Page 2

5. If the 50-foot steel poles check out without unsolvable or major problems, then test towers will be installed and performance tests run.

After each of the test items above (3, 4 or 5) an evaluation shall be made as to whether we should revise the illumination system or proceed to the next step.

Attachment

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

cc R. L. Porter
Tom Edwards
Ivan Merchant
L. I. Linds
R. L. Schroeder
R. E. Royer
Milner Meade

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 28, 1971

To: Mr. J. R. Oakes
Assistant R/W Engineer

B U I L D I N G

SUBJECT: File 42677-Golden West
Broadcasters
S.E. Hinkley-Lake Road Int.
East Portland Freeway
Clackamas County

Project I 205-7(5)300

As we have discussed, a new situation has arisen concerning possible further damages to radio station KEX as well as to nearby stations KXL and KYXI. Discussions with Grant Feikert, Consulting Radio Engineer, and with various staff personnel involved have disclosed that the construction of high mast illumination at one or more area interchanges will probably interfere with the transmission signals of these stations. Without technical advice as to the extent of this interference, it is impossible to project the total monetary extent of the damages which might be claimed.

Mr. Ed Hardt's letter of October 1, 1971, to Mr. Ivan Merchant indicates that curative measures are available which would alleviate these damages, but, again, without technical advice the cost of these cures is unknown. Whether the cures would eliminate all damages is also unknown.

By option dated April 14, 1970, we obligated the State to reimburse KEX for all fees, costs and expenditures involved in the determination and correction of possible damages "occasioned by the proposed highway construction, including fills and structures in the area of the subject property". This would include costs of before and after tests by the consulting engineers of station KEX. PPM 80-1, Paragraph 5i(4) would seemingly exclude such payments from participation although the specialized nature of this technical problem is such that our consultant, Mr. Feikert, cannot perform conclusive tests himself without the aid and collaboration of the owner's consultants. Eligibility for Federal reimbursement of these costs to the owner will have to be faced when they have been billed.

Another unknown is our actual obligation to the other radio stations now involved, KXL and KYXI. We have no physical taking from these properties, hence no prior commitment. If there is more than a remote possibility that inverse condemnation damage claims could be successfully asserted and defended by these stations, we should at least secure "before" readings (proof of performance tests) on their existing signal strength and efficiency. After construction,

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BRIDGE DIVISION

Mr. J. R. Oakes
October 28, 1971

-2-

especially with respect to the high mast illumination, tests seemingly would be required only if damage claims were made. By copy of this letter, I am asking our counsel, Leonard Lindas, to advise us of our legal position and responsibility to these stations.

If tests are considered prudent, the cooperation of Stations KXL and KYXI will be necessary. Two courses of action appear possible. (1) They will provide essential information to our consultant, Mr. Feikert, and will accept his reports; or (2) they will have their consultants perform the tests, at their expense, allowing Mr. Feikert to observe. By copy of this letter, I am alerting our District Supervisor, Ken Rolfe, to the problem so that he might, upon further notification, secure the necessary cooperation.

One further issue needs exploration. Mr. Hardt's October 1, 1971, letter states that "an administrative-legal decision should be made regarding our relationship to the stations ---". It is probable that several thousands of dollars could be spent merely defining the problem. If shorter poles, with proper detuning devices (cost unknown) are considered to eliminate all or most of the potential damage, this factor should also be given serious recognition in that administrative-legal decision.

If it is determined that our legal position is favorable, and that potential damages would not be severe, it appears that "before" tests by Mr. Feikert (estimated to cost \$1,000 per station) would be adequate to protect our legal position. A simple agreement, with Mr. Feikert, as allowed by PPM 80-3, would suffice.

If, however, our legal position is poor and the potential damage is great, a more detailed agreement, as provided in PPM 40-6, should be drawn by our engineers to be certain that all technical and economic factors are recognized. A copy of this letter is being directed to Mr. Ivan Merchant to signal the possibility that a formal agreement might prove necessary.

Although the project letting date is scheduled for today, this office feels it must withhold further action concerning any agreement pending notification of the legal-administrative decision as requested by Mr. Hardt.

Milner M. Mead

Milner M. Mead
Appraisal Supervisor

MMM:MH

cc: L. I. Lindas I. D. Merchant ✓
 K. Rolfe D. O. Christensen
 L. Hampton R. E. Royer

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NOV 1 1971

BRIDGE DIVISION

HAMMETT & EDISON
CONSULTING ENGINEERS
RADIO AND TELEVISION

ROBERT L. HAMMETT
EDWARD EDISON
LAWRENCE W. TEMPLETON

ROBERT P. SMITH
RONALD H. TODD
F. PAUL MONACO, JR.
EDWARD HURT

BOX 68, INTERNATIONAL AIRPORT
SAN FRANCISCO, CALIFORNIA 94128

AREA CODE 415
342-5208

October 27, 1971

Mr. A. E. Johnson
Assistant Highway Engineer
State Highway Building
Salem, Oregon 93310

Dear Mr. Johnson:

As a result of the meeting held September 29 at the Oregon State Highway Department office in Portland, attended by representatives of Stations KYXI, KXL, and KEX, additional engineering studies have been made of the effect on the transmitting facilities of these stations which would result from the freeway lighting system which the Oregon State Highway Department proposes to install in southeast Portland. Enclosed is a copy of the engineering statement of Edward Edison concerning this problem. If we can provide any further assistance on this problem, we would be pleased to do so.

Very truly yours,

Robert L. Hammett
Robert L. Hammett

ht
Enclosure (1)
cc: Mr. Ed Hardt (1)
Mr. I. D. Merchant (1)
Mr. Willard Shimski (1)
Mr. William Gott (1)
Mr. John W. Kendall (1)
Mr. Thomas C. Crosnoe (1)
Mr. Paul Matthews (1)
Mr. D. A. Peterson (1)
Mr. Bryce Howard (1)
Mr. A. E. Towne (1)



RADIO STATIONS KYXI-KEX-KXL
PORTLAND, OREGON

STUDY OF
IMPACT OF FREEWAY LIGHTING
ON
DIRECTIONAL ANTENNA SYSTEMS

October 1, 1971

Hammett & Edison
Consulting Engineers
San Francisco

RECEIVED
OCT 29 1971
BRIDGE DIVISION

STATION KYXI
OREGON CITY, OREGON

STATEMENT OF EDWARD EDISON, CONSULTING ENGINEER

The firm of Hammett & Edison, Consulting Engineers, has been retained to study the radio-frequency aspects of a freeway lighting system which the Oregon State Highway Department proposes to install in southeast Portland. This report summarizes the essential points covered in a meeting of all interested parties which was held in Portland on September 29, 1971, and provides additional background material.

EXISTING CONDITIONS

Stations KYXI, KEX, and KXL each operate 50-kilowatt radio broadcasting transmitters employing multi-tower directional antenna systems. The directional antennas concentrate most of the stations' power in desired directions while suppressing the radiation of power in other directions for the purpose of avoiding interference to other stations in distant cities which share the same radio channels. The degree to which radiation must be suppressed in specified directions for the protection of other stations is established by the Federal Communications Commission and must be maintained within narrow tolerances.

Station KXL must suppress radiation to a value as low as 2.5% of that permitted in the direction of its maximum radiation. Similarly, the suppression required for Station KEX approximates 4.5% of the maximum radiation of that station. The most demanding directional antenna performance must be met by Station KYXI, which is required to suppress radiation in the most critical direction to only 1.7% of its maximum radiation.

The performance of the directional antenna systems for all three stations is vitally dependent upon the electrical environment in which they operate. Specifically, any tall metallic structures (power line towers, skyscrapers, water tanks, freeway lighting standards, oil well derricks, etc.) which are located in strong radio-frequency fields near the broadcasting stations will have radio-frequency currents induced in them which will cause the structures themselves to act as small parasitic antenna systems. The energy reradiated from such structures can be so great as to disrupt the intended directional antenna operation because the unwanted reradiation can exceed what is permissible in directions where it is required to suppress the stations' signals.

STATEMENT OF THE PROBLEM

The structures proposed by the Oregon State Highway Department to support lighting fixtures along the adjacent freeway are so tall and in such close proximity to the radio stations that the radio-frequency currents induced in the lighting poles can cause objectionable reradiation.

The extent to which such tall metallic structures can adversely affect a radio station is dependent upon:

1. The ambient radio-frequency field in which the structure is located, as determined by its distance and direction from the station.
2. The height of the structure.
3. The frequency of the station.
4. The degree of suppression of radio signals required to be achieved in specified critical directions by the station's directional antenna system.

RESULTS OF THEORETICAL STUDIES

A series of theoretical studies have been carried out to obtain a measure of the reradiation expected to result from the proposed freeway lighting structures. These studies first determined the ambient radio-frequency field for each of the three stations that would exist at each of the 43 proposed 120-foot high light poles shown on Figure 1 attached. Knowing the ambient radio field at each of the light poles, and the physical dimensions of the poles and fixtures, it was then possible to compute with reasonable accuracy the expected magnitude of the reradiation. Attached Figures 2 through 4 show the results of such calculations for each of the three radio stations involved. These calculations show conclusively that, unless remedial steps are taken, the proper operation of the directional antenna systems for all three stations could be completely destroyed.

It would likely be possible to avoid excessive reradiation from the tall lighting poles if the poles are modified (detuned) so as to minimize the radio-frequency currents flowing in them and, thus, minimize the energy reradiated by the poles. Techniques are available whereby the electrical circuits at the base of each tower can be modified with coils, capacitors, and insulation so as to drastically reduce the radio-frequency currents and resulting reradiation. The application of such techniques to a large number of tall lighting towers is necessarily time consuming and expensive. Furthermore, to achieve simultaneously the required detuning at the three frequencies of the stations involved greatly compounds the detuning circuit problem and may well make it insoluble in practical terms of time and money.

The height of the freeway lighting towers is an extremely critical factor in their effect on the broadcasting stations. We have considered the extent of reradiation from both the 120-foot structures and the 50-foot structures now contemplated for this project. The reduction in reradiation in reducing the structure height from 120 feet to 50 feet is as follows:

Station	Reradiation as a percentage of ambient field	
	Each 120-foot pole with lights	Each 50-foot pole with lights
KYXI, 1520 kHz	9.50 %	0.026 %
KEX, 1190 kHz	0.40	0.014
KXL, 750 kHz	0.10	0.005

A portion of this reduction will be offset by the need for a larger number of poles if plans to use 120-foot towers are abandoned and the overall height of each fixture is limited to 50 feet, but any increase due to the larger number of 50-foot poles is inconsequential compared to the dramatic reduction in reradiation effected by eliminating all 120-foot poles. Accordingly, abandonment of plans to use 120-foot poles is urged by all three stations. Representatives of Station KXL have stated that use of only 50-foot structures would reduce their problems so much that any remaining reradiation could be accommodated by corrective adjustments of the KXL antenna system itself. The reduction in height would also drastically improve the situation confronted by Stations KEX and KYXI, although no conclusions can yet be reached as to whether the height reduction alone would be a complete cure to the problems of all three stations. An answer must await the outcome of tests which should be made as soon as any 50-foot lighting structures are installed in the vicinity of any of the three stations. Tests can be made with similar lighting fixtures installed at similar heights on temporary wooden poles which permit a valid comparison with the results to be expected from permanent metal poles. For an adequate test both the temporary and permanent installations must be fed from underground power sources, not overhead lines. The tests should determine what further detuning measures would be needed to eliminate adverse effects to all stations.

CONCLUSIONS

1. Installation of the 120-foot freeway lighting towers as proposed would have an extremely adverse effect upon the directional antenna performance of all three broadcasting stations. If the poles are not detuned, the resulting reradiation would cause all three stations to exceed permissible signal levels in those directions where the FCC requires that radiation be suppressed. The stations could not be expected to continue to operate in violation of the FCC requirements.

2. To detune the tall structures simultaneously at three radio frequencies presents an extreme complication which warrants consideration of alternative solutions.

3. Reduction in freeway lighting heights to a maximum of 50 feet drastically reduces the impact on all three radio stations and should permit at least Station KXL to accommodate the remaining reradiation by means of internal readjustments to that directional antenna system.

4. Additional detuning of 50-foot structures will likely be required for those lights located in particularly strong radio fields near KYXI or KEX.

5. An additional conclusion resulting from the September 29 meeting was that it would be prudent for all three stations to make directional antenna "skeleton proof-of-performance" measurements immediately prior to construction of any temporary or permanent freeway lighting. Such measurements would provide an accurate point of reference from which any reradiation effects resulting from addition of the freeway lighting system can be evaluated.

RECOMMENDATIONS

Responsible representatives from all three broadcasting stations are unanimous in endorsing the following recommendations for consideration by the Oregon State Highway Department:

1. Eliminate all use of tall lighting towers and redesign the system to use structures that are as low as feasible. A maximum height of 50 feet for the tallest structures is acceptable to the broadcasters if any lower limit poses undue problems for the Highway Department or the public.

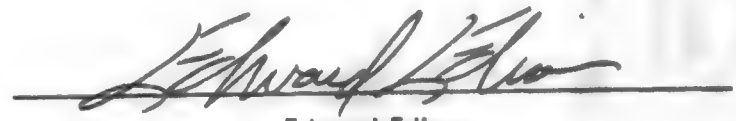
2. Cooperate with stations who will make tests on temporary lights to obtain more data on the probable effects of the permanent lighting system. Each of the first dozen temporary lights should be supplied electrical power from a power system at or below ground level. Each should be equipped with a disconnect switch located as near the bottom of the pole as practical.

3. Coordinate the installation of the first temporary lights with all three broadcasting stations so that directional antenna field-intensity measurements can be made to establish antenna performance of all three stations within 30 days prior to the commencement of lighting construction.

4. Cooperate in any insulation or "detuning" of permanent 50-foot lighting structures which may be indicated as a result of the tests on the temporary poles.

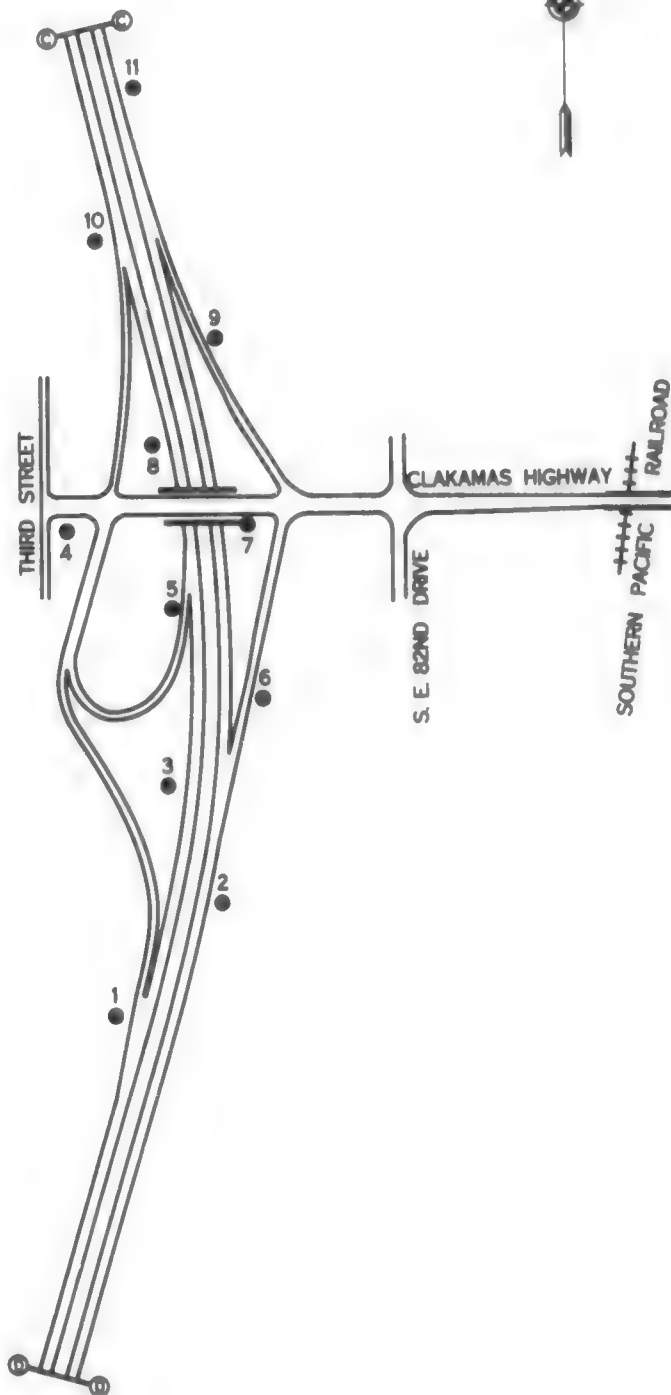
If these recommendations are followed, it should be possible to complete the necessary highway construction and lighting with minimum adverse effect on all three radio stations.

HAMMETT & EDISON
Consulting Engineers


Edward Edison

October 1, 1971

KYXI
RADIO TOWERS



● PROPOSED LOCATIONS OF 120 FT LIGHTING POLES

200 0 200 600 1000 1400 1800 FEET

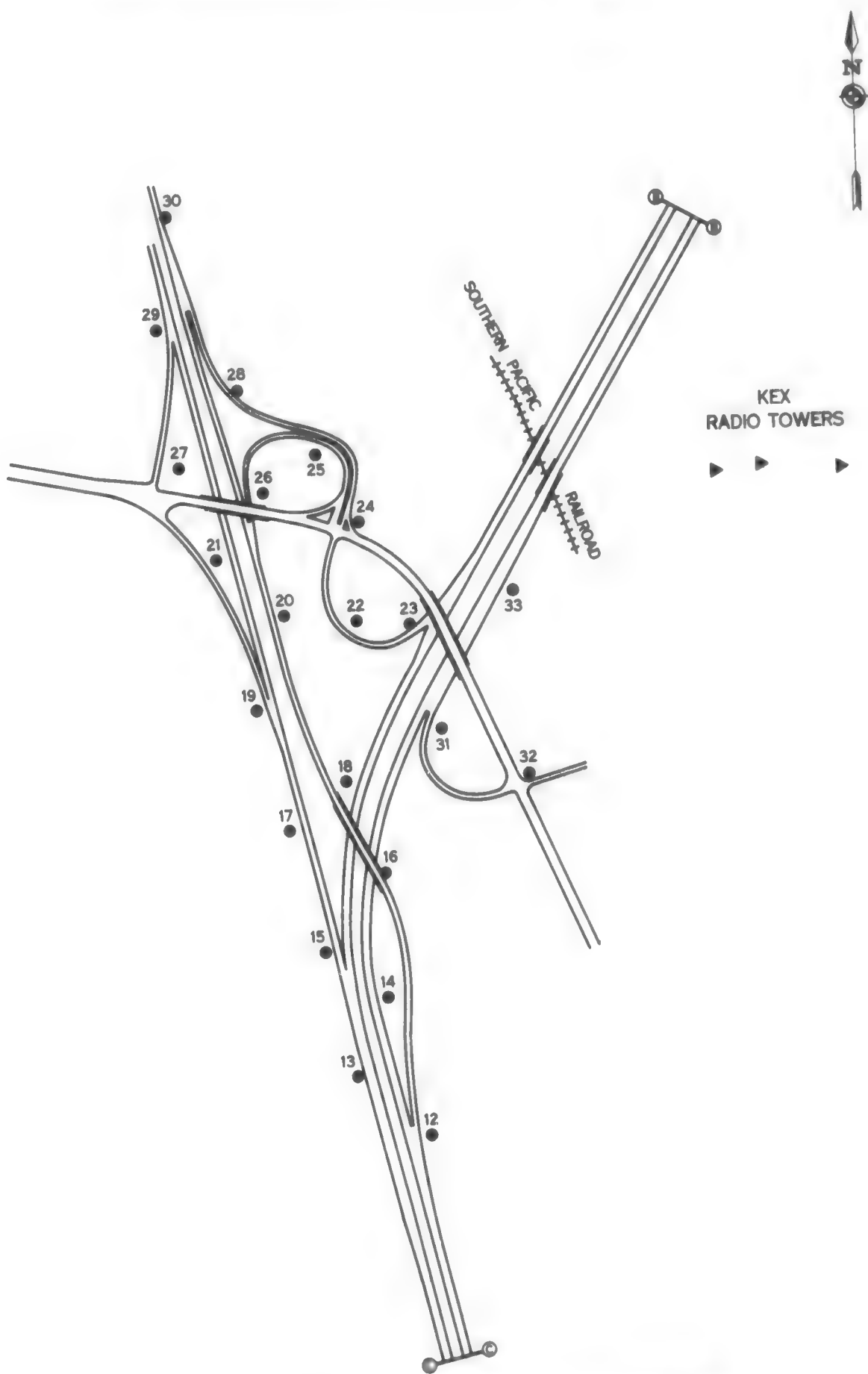
HAMMETT & EDISON
CONSULTING ENGINEERS
SAN FRANCISCO

RADIO STATIONS
KYXI - KEX - KXL
PORTLAND, OREGON

711004

PROPOSED
FREEWAY LIGHTING SYSTEM
S.E. PORTLAND FREEWAY

FIGURE 1A



● PROPOSED LOCATIONS OF 120 FT LIGHTING POLES

200 0 200 600 1000 1400 1800 FEET

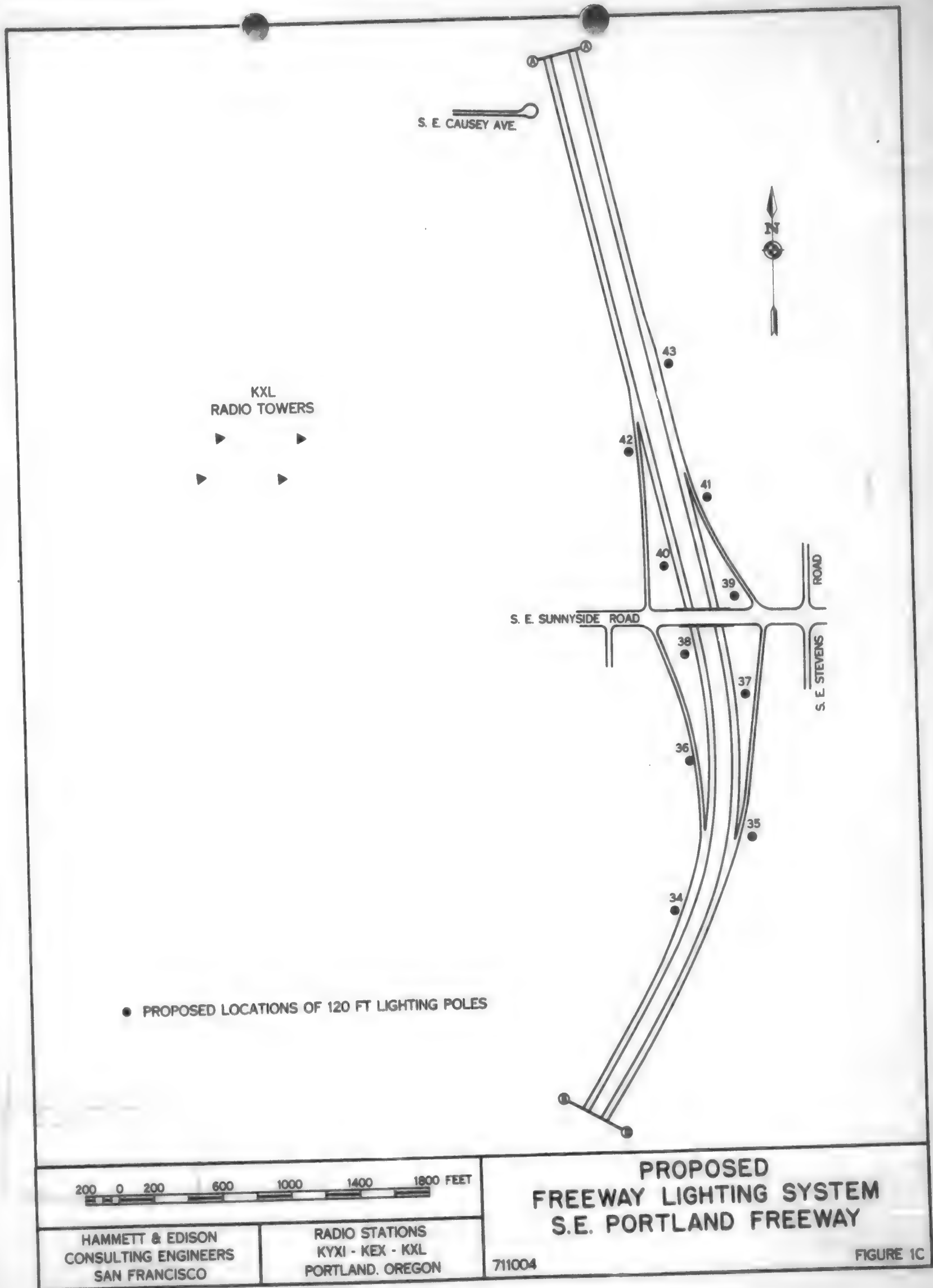
HAMMETT & EDISON
CONSULTING ENGINEERS
SAN FRANCISCO

RADIO STATIONS
KYXI - KEX - KXL
PORTLAND, OREGON

711004

PROPOSED
FREEWAY LIGHTING SYSTEM
S.E. PORTLAND FREEWAY

FIGURE 1B



RADIO STATION KYXI

ANTICIPATED RERADIATION ON 1520 KHZ FROM UNTREATED 120 FOOT LIGHTING POLES

<u>120 Foot Pole No.</u>	<u>Distance From KYXI</u>	<u>Bearing From KYXI</u>	<u>KYXI Ambient Field at Pole</u>	<u>Reradiation</u>
1	0.74 mi	N 156.8° E	160 mV/m	15.2 mV/m
2	0.71	149.6	103	9.9
3	0.63	148.7	109	10.4
4	0.46	144.5	114	10.8
5	0.54	142.0	84	8.0
6	0.62	141.2	71	6.7
7	0.54	134.5	64	6.1
8	0.46	135.0	74	7.0
9	0.45	125.4	73	6.9
10	0.35	124.0	86	8.2
11	0.33	107.7	99	9.4
12	0.30	65.5	489	46.4
13	0.27	51.7	1188	112.9
14	0.34	44.9	1321	125.7
15	0.34	33.9	2106	200.0
16	0.42	34.8	1624	154.6
17	0.41	22.9	2440	231.8
18	0.47	26.4	1931	183.6
19	0.50	15.8	2424	230.6
20	0.58	16.0	2072	197.0
21	0.62	10.0	2235	212.5
22	0.60	21.7	1748	166.0
23	0.61	25.5	1530	145.3
24	0.68	19.5	1640	155.9
25	0.72	15.2	1711	162.6

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FIGURE 2A

RADIO STATION KYXI

ANTICIPATED RERADIATION ON 1520 KHZ FROM UNTREATED 120 FOOT LIGHTING POLES (Continued)

<u>120 Foot Pole No.</u>	<u>Distance From KYXI</u>	<u>Bearing From KYXI</u>	<u>KYXI Ambient Field at Pole</u>	<u>Reradiation</u>
26	0.68 mi	N 12.4° E	1929 mV/m	183.1 mV/m
27	0.69	6.5	2136	202.7
28	0.76	9.7	1821	173.0
29	0.80	4.5	1897	180.1
30	0.90	4.6	1692	160.9
31	0.55	32.0	1380	131.1
32	0.56	40.5	979	90.1
33	0.68	31.3	1143	108.7
34	1.26	28.2	679	64.5
35	1.38	29.9	588	55.8
36	1.42	25.9	650	61.7
37	1.51	26.8	592	56.3
38	1.53	23.7	646	61.3
39	1.61	24.8	594	56.4
40	1.61	21.6	651	61.9
41	1.69	22.4	603	57.3
42	1.71	19.1	652	61.9
43	1.82	19.4	609	57.9

Daytime root-sum-square of above 43 components of reradiation totals 810 mV/m.
Daytime permissible radiation in minimum direction is only 40.2 mV/m.

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FIGURE 2B

RADIO STATION KEX

ANTICIPATED RERADIATION ON 1190 KHZ FROM UNTREATED 120 FOOT LIGHTING POLES

<u>120 Foot Pole No.</u>	<u>Distance From KEX</u>	<u>Bearing From KEX</u>	<u>KEX Ambient Field at Pole</u>	<u>Reradiation</u>
1	1.38 mi	N 190.8° E	1498 mV/m	6.0 mV/m
2	1.30	188.6	1518	6.1
3	1.24	190.5	1667	6.7
4	1.09	195.0	2054	8.2
5	1.12	191.2	1858	7.4
6	1.17	188.0	1663	6.7
7	1.07	189.4	1886	7.5
8	1.03	193.0	2108	8.5
9	0.96	191.6	2210	8.9
10	0.91	196.3	2508	10.0
11	0.81	196.4	2814	11.3
12	0.62	207.0	4115	16.5
13	0.61	214.2	4341	17.4
14	0.54	215.9	4920	19.7
15	0.55	222.6	4905	19.8
16	0.46	223.5	5765	23.1
17	0.50	233.0	5284	21.2
18	0.43	233.7	6002	24.1
19	0.46	245.0	5365	21.5
20	0.41	253.4	5865	23.5
21	0.46	261.2	5218	20.9
22	0.36	250.0	6851	27.4
23	0.32	246.7	7770	31.1
24	0.34	263.0	7070	28.3
25	0.37	272.7	6410	25.6

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Consulting Engineers

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FIGURE 3A

RADIO STATION KEX

ANTICIPATED RERADIATION ON 1190 KHZ FROM UNTREATED 120 FOOT LIGHTING POLES (Continued)

120 Foot Pole No.	Distance From KEX	Bearing From KEX	KEX Ambient Field at Pole	Reradiation
26	0.41 mi	N 286.0° E	5690 mV/m	22.8 mV/m
27	0.48	270.9	4840	19.4
28	0.44	279.4	5345	21.4
29	0.51	284.1	4595	18.4
30	0.53	294.1	4470	17.9
31	0.34	231.4	7565	30.3
32	0.32	217.9	8180	32.7
33	0.23	244.1	11015	44.1
34	0.44	4.7	3257	13.0
35	0.53	13.5	2174	8.7
36	0.60	5.3	2277	9.1
37	0.68	10.0	1794	7.2
38	0.72	4.3	1949	7.8
39	0.79	8.0	1618	6.5
40	0.82	2.3	1793	7.2
41	0.90	5.3	1518	6.1
42	0.94	359.9	1644	6.6
43	1.04	2.4	1398	5.6

Root-sum-square of above 43 components of reradiation totals 122 mV/m.

Permissible radiation in the minimum direction is 168 mV/m. The reradiation added to the existing radiation of 145 mV/m would cause KEX to exceed the permissible radiation.

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FIGURE 3B

RADIO STATION KXL

ANTICIPATED RERADIATION ON 750 KHZ FROM UNTREATED 120 FOOT LIGHTING POLES

<u>120 Foot Pole No.</u>	<u>Distance From KXL</u>	<u>Bearing From KXL</u>	<u>KXL Ambient Field at Pole</u>	<u>Reradiation</u>
1	2.31 mi	N 175.6° E	751 mV/m	0.75 mV/m
2	2.25	173.7	753	0.75
3	2.17	174.3	787	0.79
4	2.01	175.6	865	0.87
5	2.06	173.8	824	0.82
6	2.12	172.5	785	0.79
7	2.02	172.2	819	0.82
8	1.96	173.8	866	0.87
9	1.90	172.4	878	0.88
10	1.83	174.4	936	0.94
11	1.74	173.5	974	0.97
12	1.51	174.3	1131	1.13
13	1.45	176.5	1207	1.21
14	1.39	175.3	1243	1.24
15	1.35	177.4	1313	1.31
16	1.29	175.1	1341	1.34
17	1.24	178.5	1441	1.44
18	1.21	176.1	1446	1.45
19	1.14	180.0	1589	1.59
20	1.06	178.4	1680	1.68
21	1.02	181.3	1809	1.81
22	1.07	174.9	1600	1.60
23	1.08	172.7	1546	1.55
24	0.99	174.4	1721	1.72
25	0.93	176.2	1873	1.87

Hammett & Edison
Consulting Engineers

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FIGURE 4A

RADIO STATION KXL

ANTICIPATED RERADIATION ON 750 KHZ FROM UNTREATED 120 FOOT LIGHTING POLES (Continued)

<u>120 Foot Pole No.</u>	<u>Distance From KXL</u>	<u>Bearing From KXL</u>	<u>KXL Ambient Field at Pole</u>	<u>Reradiation</u>
26	0.96 mi	N 179.1° E	1871 mV/m	1.87 mV/m
27	0.94	183.3	1987	1.99
28	0.87	180.3	2081	2.08
29	0.83	184.9	2288	2.29
30	0.73	184.8	2584	2.58
31	1.17	172.1	1413	1.41
32	1.22	169.0	1297	1.30
33	1.07	168.0	1458	1.46
34	0.68	137.7	997	1.00
35	0.73	128.0	591	0.59
36	0.59	125.5	656	0.66
37	0.60	116.5	378	0.38
38	0.52	115.1	432	0.43
39	0.55	105.4	274	0.27
40	0.47	106.7	387	0.39
41	0.50	95.7	294	0.29
42	0.42	89.8	397	0.40
43	0.47	77.8	233	0.23

Root-sum-square of above 43 components of reradiation totals 8.48 mV/m.
Permissible radiation in minimum direction is 60 mV/m. The reradiation added to the existing radiation of 52 mV/m would cause KXL to exceed the permissible radiation.

Hammett & Edison
Consulting Engineers

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OCT 8 - 1971

FOR FILING



OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

I 265-7122-301

1660

October 7, 1971

Golden West Broadcasters, Inc.
2130 S.W. Fifth Avenue
Portland, Oregon 97214

Gentlemen:

In compliance with our agreement with you, as set forth in Exhibit B of said agreement, we are sending herewith a copy of our "Notice to Contractors" which includes the advertisement for bids on the S. E. Causey Avenue-Gladstone Interchange Section of the East Portland Freeway Highway in Clackamas County.

This will serve as a notification to you that shortly after receiving bids on October 28, 1971, construction activity will begin on this project.

Very truly yours,

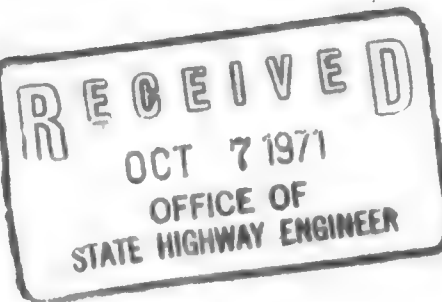
R. L. Porter
State Highway Engineer
By:

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

FLH:jh

cc: F. B. Klaboe ✓
J. R. Oakes
A. D. Olson



RECEIVED
OCT 1 1971

FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
October 1, 1971

NOTED
A. E. JOHNSON

To: Ivan Merchant
Bridge Engineer
State Highway Buildings
Salem

SUBJECT: Causey Road-Gladstone Section
I-205 Freeway
Highway Illumination vs. Radio
Stations

On Wednesday, September 29, 1971 a meeting was held in the Metro conference room to discuss the possible problems which may be generated with regard to the radio transmissions of stations KXL, KEX and KYXI when the light poles and towers for the I-205 lighting system are installed. Attending were the following:

Tom C. Croasnoe	KEX - Los Angeles
D. A. Peterson	KEX - Dallas, Texas (Consultant)
Paul Mathew	KEX - Portland
Bill Gott	KYXI - Portland
Edward Edison	KYXI - San Francisco (Consultant)
B. R. Howard	KXL - Portland
Grant Feikert	OSHD - Corvallis (Consultant)
Duane Christensen	OSHD - Salem
R. M. Dixon-	OSHD - Salem
Ed Hardt	OSHD - Portland

Personnel from stations KEX and KYXI had previously been supplied with our preliminary lighting plans for the subject project. Mr. Gott of KYXI was the coordinator for this meeting, making the arrangements in order to have the out-of-state consultants present.

By way of background, it should be mentioned that our relationship with two of these stations is different from the third in one basic way. As part of our right of way settlement with KEX, we agreed to look after their interests by bearing all costs connected with testing and adjusting their system necessary due to our presence. Attached you will find a copy of Exhibit B which documents this agreement. On the other hand, since we have had no right of way negotiations with KXL and KYXI, our obligations to them (if any) are not defined.

The following points were brought out during the course of this meeting:

- (1) The radio station people were unanimous that the greatest problem will be created by our 120 foot towers. If we can substitute more 50 foot poles instead, they felt the problem would be reduced tenfold.

NOTED
TOM EDWARDS

Ivan Merchant

-2-

October 1, 1971

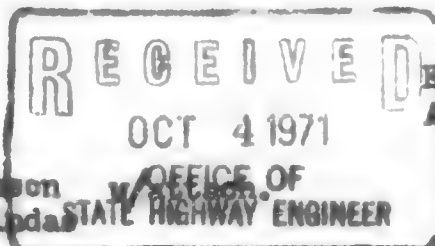
- (2) If we can go to all 50 foot poles, there appears to be no major problems with respect to KXL and KEX. KYXI, however, will still have problems due to their high frequency and due to their highly-directional Federal license restrictions. Attached you will find a copy of a letter to the station from their consultant which explains this problem in more detail.
- (3) KYXI's people feel we could probably eliminate our problems by "isolating", both electrically and mechanically, our poles from the ground. Incidentally, they feel that virtually all the poles (45) and all the towers at the three interchanges will give them trouble.
- (4) As a result of our discussions, KYXI's consultant, Edison, will draft a common letter expressing the three stations' position with regard to our proposed installation. This letter will be reviewed by the other two stations and then sent to our administration.
- (5) It was brought out that the radio people feel that the State, for its own protection, should engage Mr. Feikert to take before-construction proof-of-performance tests on all stations. Our agreement with KEX calls for the station to do this to be witnessed by the State's consultant if so desired.
- (6) The KEX radio people feel that the temporary wood poles presently programed to be set in the Lake Road Interchange area could function as models of the permanent steel poles for their test purposes if the conductors are placed underground and if a disconnect is provided at the base of the pole. Mr. Christensen will look into doing this.

As a result of this meeting it appears as though the following should be done:

- (1) Mr. Grant Feikert should be engaged to take or witness the necessary readings to document the radio stations existing transmission pattern prior to our construction.
- (2) An administrative-legal decision should be made regarding our relationship to the stations (principally KYXI) with whom we have no agreement. The need to modify our system to alleviate the KYXI problem would, of course, be dependant on this decision.

If you need any further information from this office regarding this subject, please advise.

ORIGINAL SIGNED BY EDWARD L. HARDT



Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

cc: A. E. Johnson
Leonard Lindas

EXHIBIT B

The State of Oregon has retained Mr. Grant S. Feikert, Consulting Radio Engineer, to work with the firm of A. Earl Cullum, Jr., and Associates, Radio Consultants, representing Golden West Broadcasters, in connection with the possible interference with the broadcast antenna array of Station KEX occasioned by the proposed highway construction, including fills and structures in the area of the subject property.

The State will notify Golden West Broadcasters, Incorporated, shortly prior to any construction activity and again upon completion of the construction. At these times, the above firm representing Golden West Broadcasters will make tests relative to the performance of the KEX antenna array to ascertain whether said array is functioning in accordance with the provisions of the license issued by the Federal Communications Commission. The tests will be under the direction of Golden West Broadcasters' consulting engineers and may be observed by the State's consulting engineer if so desired. Upon completion, a partial proof of performance will be made by Golden West Broadcasters' consulting engineers and copies supplied to both parties.

Upon completion of construction, Golden West Broadcasters, Incorporated will notify the State in writing as to whether the proof shows that as a result of said construction the KEX array no longer complies with its licensed parameters, or if the proof shows that the FCC tolerances are approaching an unrealistic value, one which cannot reasonably be coped with based on seasonal changes, and past records, and if so, the State shall pay as damages the total of all charges, fees and necessary expenses and costs to modify the antenna system of KEX so as to comply with the requirements of the Federal Communications Commission. If Golden West

Broadcasters, Incorporated fails to so notify the State as contemplated by this paragraph within six months after completion of construction of said highway, Golden West Broadcasters, Incorporated waives all claims hereunder against the State.

If the corrective work can be accomplished by a modification of the electrical adjustment of the antenna array, the modification work shall be done by the engineering firm of A. Earl Cullum, Jr., and Associates. If corrective work is required over and beyond adjustments to the electrical equipment, Golden West Broadcasters, Incorporated, shall submit a proposed plan to Mr. Feikert, for approval prior to commencing the remedial work, which approval shall not unreasonably be withheld. The State and Golden West Broadcasters shall cooperate during all phases of the testing and planning and conducting of any necessary remedial work.

It is understood and agreed that all fees, costs and expenditures in connection with the testing, proofs of performance, adjusting of the antenna array, purchase and installation of equipment and modification of the license of Station KEX shall promptly be paid by the State after such aggregate amount becomes known.

JW

HAMMETT & EDISON
CONSULTING ENGINEERS
RADIO AND TELEVISION

ROBERT L. HAMMETT
EDWARD EDISON
LAWRENCE W. TEMPLETON

ROBERT P. SMITH
RONALD H. TODD
F. PAUL MONACO, JR.
EDWARD HURT

BOX 99, INTERNATIONAL AIRPORT
SAN FRANCISCO, CALIFORNIA 94120

AREA CODE 415
342-5200

September 22, 1971

Mr. William Gott
Chief Engineer
Station KYXI
Box 22125
Portland, Oregon 97222

Dear Bill:

Thank you for your letter of September 15 and the information you enclosed concerning the location of planned 100 to 120-foot lighting poles along the freeway immediately east of Station KYXI. We have studied the matter and find that installation of the poles as shown would completely disrupt the directional antenna system performance of your station. Specifically, each of the poles would reradiate between 1 and 2 percent of the impinging 1520 kHz radio signals from KYXI with the result that the aggregate of reradiation would "fill in" the pattern nulls to the southeast of KYXI which must be maintained in accordance with the station license to protect co-channel Station KOMA in Oklahoma City.

We first calculated the ambient KYXI field at each of 34 of the 43 poles shown on the drawings by determining their precise distances and bearings from your station and consideration of the KYXI radiation toward each pole. We next computed the extent of reradiation using a method that treats each of the poles as a metallic cylinder. The error resulting from any actual taper of the poles is inconsequential; however, the platform atop each of the taller poles would further increase the actual reradiation. Our initial estimate of the aggregate total of reradiation from the 34 poles studied is approximately 35 mV/m. When one considers that KYXI must suppress radiation to 16.5 mV/m or lower in the most critical direction, it becomes obvious that installation of the lighting standards as planned would be catastrophic to satisfactory performance of the KYXI antenna system unless proper measures are taken to counteract their serious adverse effects.

September 22, 1971

-2-

Mr. William Gott

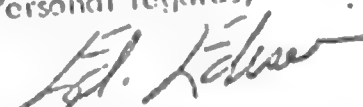
You are not alone in this problem. The poles will also have a substantial effect on Station KEX, although their problem is less serious because the radiation limits for their directional antenna pattern are considerably less severe. Station KXL may also be adversely affected, but we can form no judgment on this because I am not certain that the maps you sent extend far enough north to define all of the poles near KXL. Additionally, since KXL operates on a lower-frequency channel, the effects of unwanted reradiation from such poles is greatly diminished.

The heights of the poles and the frequency of the station are more sensitive factors than the mere proximity of the poles to the station. We have computed the reradiation for the more conventional lighting standards which, as diagramed on the drawings, extend only 50 feet above ground. For these shorter standards, the reradiation effects on Station KYXI would be reduced by a factor of 15, so the problem would be vastly diminished, though not completely eliminated, by avoiding the unusually tall lighting standards proposed. If the tall structures cannot be eliminated, it will certainly be necessary to "detune" a substantial number of them to eliminate their adverse effects upon the KYXI directional antenna pattern. Such detuning is not particularly difficult from an electrical viewpoint but poses serious mechanical, structural, and esthetic problems inasmuch as it would be necessary to have a separate electrical conductor (wire, tube, rod, or pipe) extending throughout most of the height of the structure and spaced an inch or two away from the tapered pole. It is electrically impossible to detune such poles by means of any internal wiring. The detuning conductor must be external to the pole itself and extend throughout a height of 25-50 feet. I have some ideas as to possible detuning configurations which might be satisfactorily strong and attractive, but it is probably premature to get into such details.

We suggest that you alert the Highway Department as to the nature of the problem and collaborate with Stations KEX and KXL so that all affected parties are tuned in. I discussed this matter briefly with D. A. Peterson, the consulting engineer for KEX, and am taking the liberty of sending copies of this letter to him and to Tom Crosnoe, the engineering director for the group of stations that includes KEX. Al Towne was the consulting engineer for Station KXL but he recently suffered a serious heart attack and is very much out of action at present. Perhaps you should contact those at KXL who would be concerned with the problem.

We can, if necessary, come up with a detailed engineering study showing with greater precision the adverse effects of the lighting poles on the KYXI antenna pattern, but our preliminary calculations are adequate to convince us that the lights pose a very serious problem.

Personal regards,


Edward Edison

mb

cc: Mr. Willard Shimski
Mr. Tom Crosnoe

GLENN L. JACKSON, CHAIRMAN
 MEDFORD
 KENNETH L. J. J. MEMBER
 WASCO
 DAVID B. SIMPSON, MEMBER
 PORTLAND

7660
S. L. Porter



STATE OF OREGON
 STATE HIGHWAY DEPARTMENT
 SALEM 97310
 JUNE 26, 1968

NOTED
R. L. PORTER

Mr. R. E. SIMPSON
 DIVISION ENGINEER
 BUREAU OF PUBLIC ROADS
 477 COTTAGE STREET NE
 SALEM, OREGON

SUBJECT: FILE 42677 - GOLDEN WEST
 BROADCASTERS ASSOCIATION
 S. E. HINKLEY-LAKE ROAD
 EAST PORTLAND FREEWAY
 CLACKAMAS COUNTY

ATTENTION: MR. C. J. MATHIAS

DEAR MR. MATHIAS:

ATTACHED IS A MEMO SIGNED BY DONALD E. JONES, DISTRICT APPRAISER,
 DISTRICT 1 REQUESTING THAT A TAKING ONLY APPRAISAL BE MADE ON THE
 ABOVE NUMBERED FILE. THIS MEMORANDUM WILL EXPLAIN THE DETAILS OF THE
 MATTER.

IT IS THEREFORE REQUESTED THAT WE HAVE AUTHORITY TO MAKE THE
 APPRAISAL ON A TAKING ONLY BASIS.

VERY TRULY YOURS,

G. E. ROHDE

John R. Oakes

JOHN R. OAKES
 ASSISTANT RIGHT OF WAY ENGINEER

JRO:CES:JBK

ATTACHMENT

CC: R. L. PORTER ✓
 F. B. KLABOE
 L. H. YOUNG
 C. H. HAINSON
 G. E. ROHDE
 M. R. MITCHELL
 JOHN SCOTT

RECEIVED
 JUN 26 1968
 OFFICE OF
 STATE HIGHWAY ENGINEER

RECEIVED OREGON STATE HIGHWAY DEPARTMENT

JUN 21 1968

INTER-DEPARTMENT CORRESPONDENCE

LEGAL & RIGHT OF

June 20, 1968
Portland, Oregon 97202

To: Mr. George E. Rohde
Chief Counsel
State Highway Building
Salem, Oregon 97310

SUBJECT:

File 42677-Golden West
Broadcasters Assoc.
S. E. Hinkley-Lake Road
East Portland Freeway
Clackamas

ATTENTION Mr. Carl Smith
Appraisal Supervisor

The subject property consists of an entire commercial radio broadcasting complex. Involved are vertical radio transmitting antennas with counterpoises, antenna transmitter lines and coupling devices, transmitter and allied equipment, keying and control lines, downtown studios, various other established control points, and all the necessary operating equipment. The value of the fixtures and equipment is estimated at \$500,000.

In order to perform a before and after appraisal on this property, it would first be necessary to obtain a legal opinion as to unity of use of the studios and the broadcasting station.

Secondly, it would be necessary to engage an electronics engineer to make an appraisal of the specialized equipment in conjunction with a regular fee appraiser.

A telephone call was placed to Professor Grant S. Feikert, electronics engineer with the Oregon State University at Corvallis, June 19, 1968. Mr. Feikert was given a verbal description of the taking and the proposed construction in the area as determined by Maurice Payne, Resident Engineer in charge. Mr. Feikert was told the taking does not encroach on, although it borders, the edge of the counterpoise of the westerly antenna tower. The proposed construction will be a fill 45 feet in height on the proposed right of way.

Mr. George E. Rohde
Page 2
June 20, 1968

After discussing this problem at length, Mr. Feikert agreed that I could quote him as saying that he did not believe this would interfere or cause damage to the station in any way.

It is therefore requested that subject file be appraised on the basis of a taking only.


DONALD E. JONES
District Appraiser
Right of Way Division

DEJ:ddb

cc. G. E. Rohde
D. H. Moehring

6/21/68
By telephone advised by
Jones that there is no damage
to remaining land or improvements.
(L. E. Jones)

6-3332 Bullards Beach State Park, 1971
N. of Bandon
#7661 (utility building)

RECEIVED
JUL 20 1972

FOR FILING

7661

July 19, 1972

United Pacific Insurance Company
P. O. Box 1788
Eugene, Oregon 97401

Gentlemen:

On July 14, 1972, we wrote to you concerning release of final payment on Contract No. 7661 awarded to James A. Seiwald for a utility building in Bullards Beach State Park in Coos County.

Final payment on this contract is \$500 and the total contract amount is \$51,324. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl

cc United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

James A. Seiwald
186 Hollow Stump Road
North Bend, Oregon 97459

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Herr
J. H. Versteeg

RECEIVED
JUL 14 1972

FOR FILING

7661

July 14, 1972

United Pacific Insurance Company
P. O. Box 1788
Eugene, Oregon 97401

Gentlemen:

Contract No. 7661 awarded to James A. Seivald for a utility building in Bullards Beach State Park in Coos County was completed on May 31, 1972, and accepted by the Highway Commission on July 12, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before July 19, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

W1

cc United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

James A. Seivald
186 Hollow Stump Road
North Bend, Oregon 97459

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Harr
J. H. Versteeg



**OREGON STATE
HIGHWAY DIVISION**

*Surety letter
written RL*

7661
HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **July 12, 1972**

TO Oregon State Highway Commission

FROM ORIGINAL SIGNED
TOM EDWARDS
Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7661 Work Completed May 31, 1972

Project Bullards Beach State Park

Highway -- County Coos

Type of Work Utility Building

Contractor James A. Selwald

Recommended acceptance date July 12, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on August 8, 1972 for your formal concurrence.

VG:kds

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

apud-

**NOTED
FLOYD QUERY**

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	4	No work
MONDAY	5	1 man in the after noon replaced the therma couple on hot water heater and replaced the thermostat for the furnace
TUESDAY	6	No work
WEDNESDAY	7	No work
THURSDAY	8	No work
FRIDAY	9	No work. Final Inspection.
SATURDAY	10	No work planned

REMARKS

Final Inspection by John Hallingsworth, George Guthrie, and myself at 10:00 a.m. The contractor, Jim Seiwald was also present.

Two heat grilles have a conflict with the light fixtures and will be corrected. One primer valve was now leaking slightly and will be corrected. The hose bibbs installed were installed knowing that he would replace them when the ones specified arrived. One electrical cover plate in storage room is now missing & will be replaced.

Hope to have the semi-final sent in on June 16th.

SIGNED

Eugene H. Ash

Eugene H. Ash

LOCATION: Coville

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

NOV 15 1971

FUR F.

6-3332

7661

November 13, 1971

Mr. James A. Seisold
186 Hollow Stump Road
North Bend, Oregon 97450

Dear Mr. Seisold:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7661 for a
utility building in Bullards
Beach State Park in Coos
County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

or

Enclosure

cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

United Pacific Insurance Company
P. O. Box 1786
Eugene, Oregon 97401

cc F. D. Morgan
I. D. Marchant
L. H. Young
Attn: Vince Gallagher
David Talbot
C. T. Keasey
Eugene Ash

RECEIVED
NOV 2 - 1971

FOR FILING

6-3332
7661

November 2, 1971

Mr. James A. Seivald
186 Hallow Stump Road
North Bend, Oregon 97450

Dear Mr. Seivald:

The State Highway Commission on November 1, 1971, awarded to you State Highway Contract No. 7661 in the amount of \$51,602 for a utility building in Ballard's Bend State Park in Coos County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc

Frank Morgan
Ivan Merchant
David Talbot
G. T. Kenney
Eugene Ash
Mr. Gribel (S.H.F.)

6-3333 William M. Tugman State Park, 1971
#7662 S. of Winchester Bay.
(Utility bldg.)

RECEIVED
JUL 11 1972

7662

July 3, 1972
United Pacific Insurance Company
P. O. Box 1788
Eugene, Oregon 97401

Gentlemen:

On June 29, 1972, we wrote to you concerning release of final payment on Contract No. 7662 awarded to James A. Seimold for a utility building in William H. Eugene State Park in Coos County.

Final payment on this contract is \$4,904.97 and the total contract amount is \$51,154.30. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Reed, Assistant Secretary

cc

James A. Seimold
106 Hollow Stump Road
North Bend, Oregon 97459

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Hasey
Walt Hart
V. E. Sheng
Attn John Herr
James Versteeg

RECEIVED

FOR FILING

7662

June 19, 1972

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7662 awarded to James A. Seinfeld for a utility building in William M. Rogers State Park in Coos County was completed on May 31, 1972, and accepted by the Highway Commission on June 28, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before July 5, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

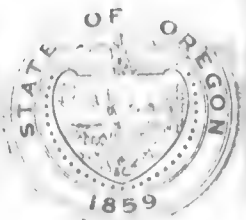
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

En

cc James A. Seinfeld
186 Willow Stump Road
North Bend, Oregon 97459

United Pacific Ins. Co.
P. O. Box 1708
Seaside, Oregon 97138

C. T. Keasey
Walt Hart
V. E. Shoop
Attn: John Herr
James Versteeg



**OREGON STATE
HIGHWAY DIVISION**

7662
HIGHWAY BUILDING

SALEM, OREGON

• 97310
June 28, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer ORIGINAL SIGNED
EDWARDS

SUBJECT Highway Project Acceptance

Contract No. 7662 Work Completed May 31, 1972

Project William M. Tugman State Park

Highway -- County Coos

Type of Work Utility Building

Contractor James A. Seiwald

Recommended acceptance date June 28, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on August 8, 1972 for your formal concurrence.

VG:kds

cc: Floyd Query ✓
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

6-29
Query letter to
FLOYD QUERY
NOTED

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION

William M. Tagman
State Park

WEEK ENDING

June 3, 1972

SECTION PREFIX

6-3333

HIGHWAY

COUNTY

Dore

NAME OF JOB

William M. Tagman State Park

CONTRACTOR

James A. Seiwald

DATE OF CONTRACT

November 1, 1971

AVERAGE FORCE ON PROJECT FOR THE WEEK.

MEN: 2

SUPERVISION: 0

KIND OF WORK

Construct Utility Bldg.

CONTRACT NUMBER

7662

DATE WORK STARTED

November 10, 1971

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS

SPECIFIED COMPLETION DATE

FEDERAL AID PROJECT NUMBER

State

ESTIMATED COMPLETION DATE

May 31, 1972

WORK DAYS USED

CALENDAR DAYS USED

PERCENT OF TIME ELAPSED

100%

PERCENT OF CONTRACT COMPLETED
BASED ON ESTIMATED COST

100%

PERCENT OF CONTRACT
COMPLETED BASED ON
TOTAL AUTHORIZATION

95%

DATE PROJECT WAS COMPLETED:

May 31, 1972

PROJECT AUTHORIZATION:

50,400.00

EXCLUSIVE OF ENGINEERING:

53,300.69

ESTIMATED COST OF COMPLETED
PROJECT, EXCLUSIVE OF
ENGINEERING

51,254.90

ENGINEERING
AUTHORIZATION

5,100.20

ENGINEERING
COST TO DATE

4,800.00

ESTIMATED PERCENT: ~~CHRYSLER~~
UNDERGRADUATE

1%

PERCENT OF
AUTHORIZATION

95%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING

DRAINAGE

GRADING

BASE

OIL AND/OR PAVE.

MAT'L. PROD.

GRADING

SURFACING

MAINTENANCE
MATERIALSOIL & BITUMINOUS
MACADAM

PAVING

MILES IN PROJECT

MILES PARTIALLY COMPLETED

MILES COMPLETED

TOTAL ESTIMATED QUANTITIES (CONTRACT)

TOTAL QUANTITIES CORRECTED TO DATE

ESTIMATED QUANTITIES MOVED OR PLACED TO DATE

AVERAGE DAILY QUANTITIES

AVERAGE DAILY QUANTITIES NECESSARY TO
COMPLETE PROJECT ON TIME

NUMBER OF SHIFTS PER DAY

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.

PERCENT

WEATHER

WORK DAYS
CHARGEDHOURS
DELAY

CAUSE OF DELAY

SUNDAY

Clear

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 26	No work.
MONDAY 27	No work.
TUESDAY 30	Tileman arrived and patched tile around light fixture and drain pipes to the fixtures. 2 hours.
WEDNESDAY 31	2 plumbers pumped out ejector tank and recoated with emulsified asphalt on the inside. Tried for two hours to unplug one floor drain in man's toilet room before quitting.
THURSDAY 1	2 Plumbers finished the covering on the insulation of the hot water tank 1 day.
FRIDAY 2	No work.
SATURDAY 3	No work planned.

REMARKS

All the outside inspections have been requested but letters not in as yet.
Final inspection will probably be June 8th if date convenient.

SIGNED _____ LOCATION Caguilla

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

NOV 15 1971

FOR FILES

6-3333

7662

November 15, 1971

Mr. James A. Seimold
186 Hollow Stump Road
North Bend, Oregon 97439

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7662 for a
utility building in William
H. Tuguen State Park in
Coke County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

or
Enclosure

cc United Pacific Ins. Company
Suite 600
700 N. E. Malmgren
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

United Pacific Ins. Company
P. O. Box 1788
Eugene, Oregon 97401

bc F. D. Morgan
I. D. Merchant
L. H. Young
Attn: Vince Gallagher
David Talbot
C. T. Keasey
Eugene Ash

RECEIVED
NOV 2 - 1971
FOR FILING

6-3333
7662

November 2, 1971

Mr. James L. Seiwald
186 Hallow Stump Road
North Bend, Oregon 97459

Dear Mr. Seiwald:

The State Highway Commission on November 1, 1971, awarded to you State Highway Contract No. 7662 in the amount of \$50,882 for a utility building in William M. Tugan State Park in Oos County.

Contract forms will be sent to you for execution within the next few days.

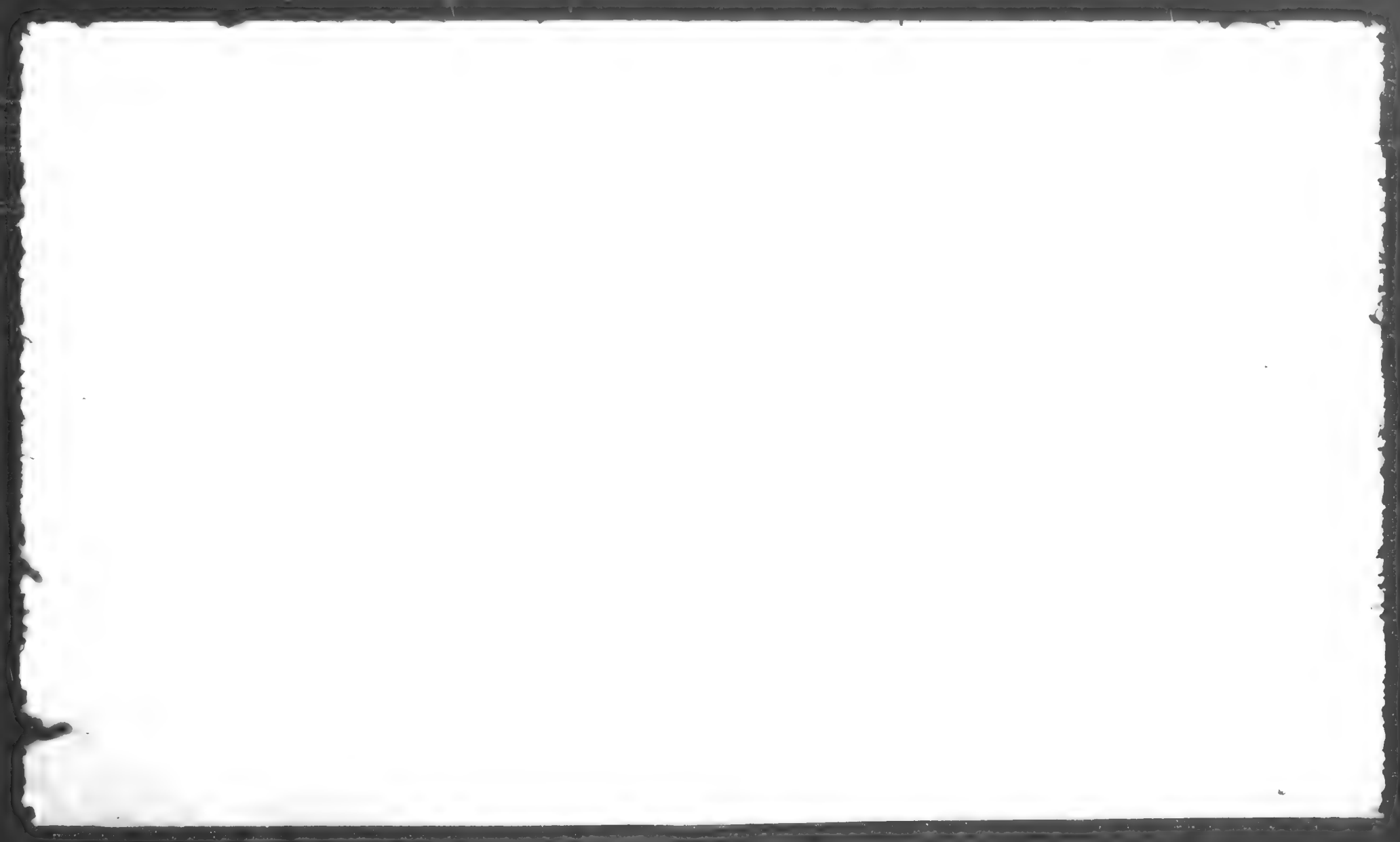
Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fin

cc
Frank Morgan
Ivan Merchant
David Talbot
C. T. Keasey
Eugene Ash
Wm. Gabel (SAIF)

8-1601 Chetco Ave. at Oak St. Section, 1971
#7663 on Oregon Coast Hwy. in Brookings.
(Traffic signals)



RECEIVED
AUG 1 1972

FOR FILING

7663

July 31, 1972

United Pacific Insurance Company
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7663 awarded to Hansen Electric Company for traffic signal installation on Chetco Avenue at Oak Street in the City of Brookings of the Oregon Coast Highway in Curry County was completed on June 8, 1972, and accepted by the Highway Commission on July 26, 1972.

Final payment in the amount of \$695.05 will be released to the contractor after August 5, 1972. The total contract amount is \$13,270.05 including \$34.05 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

k1

cc Hansen Electric Company
1127 South Broadway
Coos Bay, Oregon 97420

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Herr
J. H. Versteeg



OREGON STATE
HIGHWAY DIVISION

7161-3
HIGHWAY BUILDING

• SALEM, OREGON • 97310

DATE July 26, 1972

TO Oregon State Highway Commission

FROM ~~ORIGINAL SIGNED~~
Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7663 Work Completed June 8, 1972

Project Chetco Ave. at Oak St. (Brookings)

Highway Oregon Coast (US 101) County Curry

Type of Work Traffic Signal Installation

Contractor Hansen Electric Co.

Recommended acceptance date July 26, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on August 8, 1972 for your formal concurrence.

VG:kds

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

*Surety letter
written 7-31-72 kl*

Received 7-31-72

NOTED
FLOYD QUERY

7663

5

FORM E-1 (REV 10-69)		SECTION	WEEK ENDING				
OREGON STATE HIGHWAY DIVISION		Chetco Ave. at Oak St. (Brookings)	June 10, 1972				
FIELD ENGINEER'S WEEKLY REPORT			SECTION PREFIX 8-1601				
FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION		HIGHWAY Oregon Coast	COUNTY Curry				
NAME OF JOB Chetco Ave. at Oak St.		KIND OF WORK Traffic Signal Installation					
CONTRACTOR Hansen Electric Co.		CONTRACT NUMBER 7663	FEDERAL AID PROJECT NUMBER State				
DATE OF CONTRACT November 1, 1972		DATE WORK STARTED April 13, 1972	ESTIMATED COMPLETION DATE June 9, 1972				
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION 1		SPECIFIED WORK DAYS	WORK DAYS USED				
		SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 203				
		SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 101.50				
PROJECT AUTHORIZATION: \$15,601.77		ENGINEERING AUTHORIZATION \$1,362.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.00				
EXCLUSIVE OF ENGINEERING: \$14,239.17		ENGINEERING COST TO DATE \$700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 91.8				
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING \$13,626.00		PERCENT OF AUTHORIZATION 51.4%	DATE PROJECT WAS COMPLETED: June 8, 1972				
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.3%							
ESTIMATED PERCENT COMPLETE (ROADWORK)							
CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		GRADING		SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							
EQUIPMENT USED DURING THE WEEK: 1 ladder truck							
ESTIMATED PERCENT COMPLETE (STRUCTURES)							
BRIDGE NO.							
PERCENT							
	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY			
SUNDAY	Overcast	1					
MONDAY	Clear	1					
TUESDAY	Overcast	1					
WEDNESDAY	Overcast	1					
THURSDAY	Overcast	1					
FRIDAY	Showers						
SATURDAY							

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

June 4, 1972 SUNDAY	No Activity
MONDAY	Installed messenger cables between poles 1 & 2; 3 & 4
TUESDAY	Installed remaining vehicle signals.
WEDNESDAY	Finished epoxying loop detectors.
THURSDAY	Patched conduit trench across Oak St. Grouted pole bases General Clean Up of Area Glen Clark activated signal installation.
FRIDAY	General Clean Up Removal of Contractors Sign
SATURDAY	

REMARKS

Installation of traffic signal was completed Thursday. Signal was timed and activated Thursday 6-8-72, by Glen Clark.

Final cleanup was completed Friday.

SIGNED

W.E. Skala

LOCATION

Brookings

PRIME RESIDENT SUBMIT 3 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

RECEIVED
NOV 18 1971

FOR FILE

8-1601
7663

November 18, 1971

Hansen Electric Company
1127 South Broadway
Coos Bay, Oregon 97420

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7663 for a traffic signal installation on Chetco Avenue at Oak Street in the City of Brookings of the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

or
Enclosure

cc United Pacific Insurance Company
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Merchant
L. H. Young
Attn: Vince Gallagher
C. T. Keasey
William Ikola

RECEIVED
NOV 2 - 1971

FILED

8-1601

7663

November 2, 1971

Kansen Electric Company
P. O. Box 1135
Coos Bay, Oregon 97420

Gentlemen:

The State Highway Commission on November 1, 1971, awarded to you State Highway Contract No. 7663 in the amount of \$13,326 for traffic signals on Clatsop Avenue at Oak Street in Brookings, Curry County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
be

Frank Morgan
Ivan Marchant
G. T. Keasey
Mr. Thole
Mr. Gabel (SAIF)

RECEIVED
NOV 11 1971

FOR FILING

5 R

10-19-71

8-1601
7663

City of Brookings
P. O. Box "C"
Brookings, Oregon 97415

October 21, 1971

Attention: Mrs. Marjorie B. McKernan
Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4349

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals at the intersection of Chase Avenue (Oregon Coast Highway) and Oak Street.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Att.

cc F. B. Crandall
(conf. agree. att.)

RECEIVED
OCT 2 - 1971

FOR FILING

8-1601
7663

September 30, 1971

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Brookings for the installation of traffic signals at the intersection of Chateau Avenue (Oregon Coast Highway) and Oak Street in that city.

By the terms of the agreement, the State will pay all costs of the installation and care for future maintenance. The City will pay the power costs. The estimated cost of the installation is \$20,000, and this cost will be charged to Minor Betterment Funds.

Your approval of the agreement and authorization for the Secretary to sign is recommended. This matter will be on the agenda for the October 19 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

VPJ:pb kw
cc Floyd Query
Tom Edwards
F. B. Klaboe
E. S. Hunter
Victor Wolfe
F. B. Crandall
V. E. Skoog
H. S. Cox
C. T. Keasey

RECEIVED
FEB 4 - 1971

8-1601
7663

February 4, 1971

The Honorable Lester R. Williams
Mayor of Brookings
Post Office Box "C"
Brookings, Oregon 97415

Dear Mayor Williams:

In response to your letter of January 21, there are enclosed two copies of a State-City agreement covering the installation of a traffic signal at the intersection of Chetco Avenue (Oregon Coast Highway) and Oak Street in Brookings.

You will note in Item 2 under THINGS TO BE DONE BY CITY that the City is required to pay one-half the total estimated cost prior to the award of the contract.

Will you please arrange for signature of the agreements by the proper City officials and return them to this office. We will then arrange for their execution by the State Highway Commission, after which we will proceed to contract the installation.

Very truly yours,

R. L. Porter
State Highway Engineer

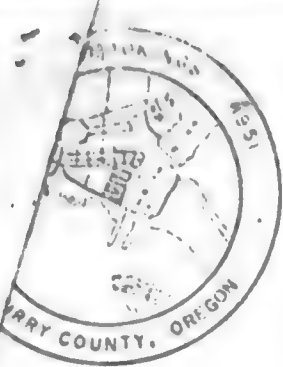
By

F. B. Klaboe
Assistant State Highway Engineer

Enclosures

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. T. Keasey - Enc.

VPJ:mk srb



CITY OF BROOKINGS

The Home of Winter Flowers

Phone (503) 469-2163

898 Elk Drive
P. O. Box 'C'
Brookings, Oregon 97415

January 21, 1971

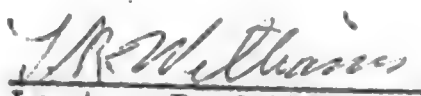
Mr. Carroll Keasey, Region Engineer
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Re: Traffic Light
Intersection Oak Street & Highway 101
Brookings, Oregon

Dear Sir,

Following up our meeting with Mr. L. E. George, Assistant Traffic Engineer, Mr. Glen Clark, Regional Traffic Engineer, and Mr. John Quiner, Regional Construction Engineer, on Monday, November 16, 1970, we are asking for the necessary applications so they may be completed and returned to you.

Very truly yours,


Lester R. Williams
Mayor

LRW:cc



RECEIVED
NOV 24 1970
FORM E-30 (4-70)

FOR FILING

SP-52503-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

November 19, 1970

To: MEMO TO FILE

SUBJECT: Proposed Traffic Signal
US101 & Oak Avenue
Brookings

As requested by Mr. Edwards, I met with various civic organizations and city officials of the City of Brookings concerning the possibility of obtaining a traffic signal at the intersection of US101 and Oak Avenue in the south part of the city. Also in attendance were Senator Dement and Representative McKenzie.

Primarily, the meeting concerned the possibility of installing a traffic signal at the intersection mentioned, although several other possible locations were discussed. The group was advised that the City had been sent an agreement some time ago for execution that would initiate a State-City cooperative project. They were again told that the State would be willing to enter into a cooperative project for this traffic signal on the basis of equal cost sharing and that the City would accept responsibility for future power and maintenance costs. They were also advised (they already knew) that it might be possible to finance their share in four equal payments spread over three years. They were advised that the approximate total cost would be \$18,000.

No final action was taken on this request by the City who was represented both by its outgoing and incoming mayors. It is assumed that we will hear from the City some time after their budget for the coming fiscal year has been finalized.

L. E. George
Operations Engineer

NOTED
TOM EDWARDS

LEG:mk

cc: Tom Edwards ✓
F. B. Klaboe
Ralph Sipprell

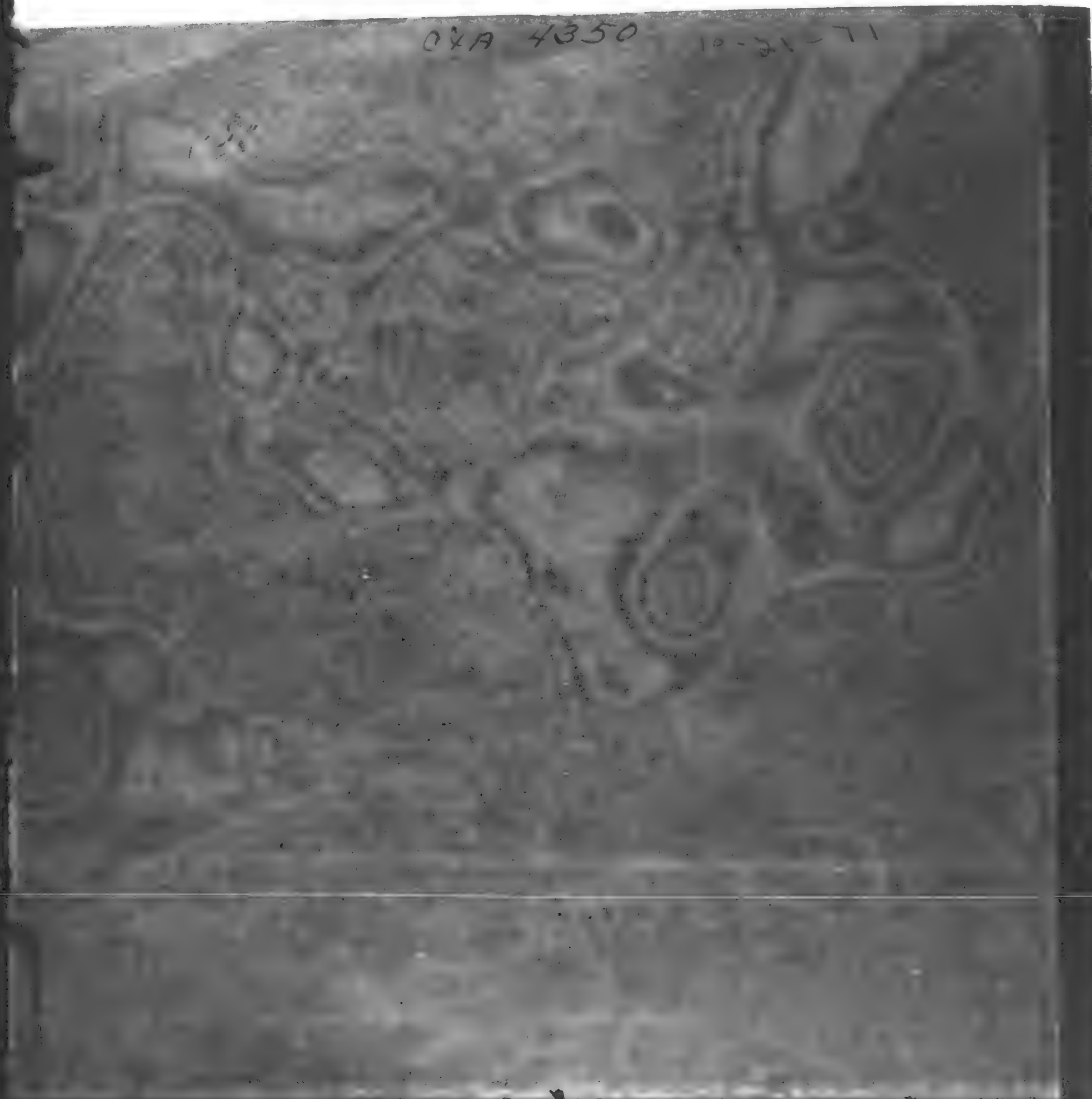
RECEIVED
NOV 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

11-1114 S. Unit, Condon-Thirtymile Cr. 1971
#7664 Sec., John Day Hwy., S. of Condon.
(Grad., oiling & struct.)

OYA 4350

10-21-71

1-28



7664

September 26, 1973

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

A post-final payment for \$35,000 will be made to Ray Kiser and Ray Kiser Construction Company on Contract No. 7664 for work on the South Unit, Gandon-Thirtynile Creek Section of the John Day Highway in Gilliam County as soon as the warrant is prepared.

The total amount paid on this contract will be \$1,946,869.03 including the post-final payment. Of the total, \$20,478.81 is for force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

cc Ray Kiser and Ray Kiser Construction Company
11760 N. E. Gilean
Portland, Oregon 97216

cc C. T. Kasey
Walt Hart
V. E. Skoog
Attn: Dick Macch
J. F. Putnam



**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED
H. S. COULTER

7664
July 17, 1973

Ray Kizer Construction Company
P. O. Box 42365
Portland, Oregon 97242

RE: Condon-Thirtymile Creek Section

ATTENTION: Mr. Wes Jones

Gentlemen:

In accordance with my recent conversation with Bobby Johnson of your firm, this will confirm the time of 1:15 P.M. Tuesday, July 31, for a meeting between representatives of your firm and from the State Highway Division to discuss the contract claims pending on this project.

The meeting will be held in the Staff Conference Room 120 which is located on the first floor of the State Highway Building here in Salem.

Mr. William Tison, the Resident Engineer for the project, and representatives from the LaGrande Region office will be present.

Very truly yours,

C. T. Keasey
Construction Engineer

By 

John A. Bond
Construction Administration Engineer

JAB:fw

cc: H. S. Coulter

RECEIVED

JUL 18 1973

W. E. Schwartz
Alfred Shirley, Jr.
William A. Tison

Office of
Assistant State Highway Engineer

NOTE: the State people involved will have a meeting of their own to discuss this matter in the morning at 9:30 A.M. The exact location for that meeting will be determined later. You can check in with the Construction office.

(Note to H.S. Coulter: The contractor indicated to me that he would not bring legal counsel. A key issue here is the criteria for "Act of God".)



76641
**OREGON STATE
HIGHWAY DIVISION**

4755
FILED

MAY -2 1973
CLAY MYERS
SECRETARY OF STATE

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 1, 1973

Danzendorf, Spears, Lubersky & Campbell
Attorneys at Law
800 Pacific Building
Portland, Oregon 97204

Attention: Herbert H. Anderson

NOTED ON CARD

5-3-73 RO

Gentlemen:

This is to acknowledge your letter of April 13
notifying us of claims in the amount of \$4,524.16 plus
interest of Ace Galvanizing, Inc., against Ward Steel
Corporation for galvanizing metal. These claims appear
to be against the following contracts:

Contract No. 7664

Ray Kiser and Ray Kiser Construction Co.
South Unit, Condon-Thirtymile Creek Section
John Day Highway
Gilliam County.

Surety: Great American Insurance Company
2030 Ninth Avenue
Seattle, Washington 98121

Completed: January 26, 1973

Accepted: March 28, 1973

Contract No. 7779

Ray Kiser Constr. Co. and Hannan Bros. Co.
Rickreall-Independence Junction Section
Willamina-Salem Highway
Polk County

Sureties: Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

General Insurance Co. of America
1500 S.W. 1st
Portland, Oregon 97201

Not completed or accepted

NOTED
C. W. HEAD

Dezendorf, Spears, Lubersky & Campbell
Page 2
May 1, 1973

Contract No. 7795
Hannan Bros. Constr., Inc.
North Santiam River (Green's) Bridge
FAS 126
Linn and Marion Counties
Surety: General Insurance Co. of America
1500 S.W. 1st
Portland, Oregon 97201
Not completed or accepted

We will advise the sureties involved of the receipt of your client's claims and we will also forward them to the Secretary of State for filing.

Please advise this office when your client's claims have been satisfied.

Very truly yours,

ORIGINAL SIGNED

C. W. HEAD

C. W. Head, Secretary

OREGON STATE HIGHWAY COMMISSION

cc Ray Kiser and Ray Kiser Constr. Co.
11760 N.E. Glisan
Portland, OR 97216

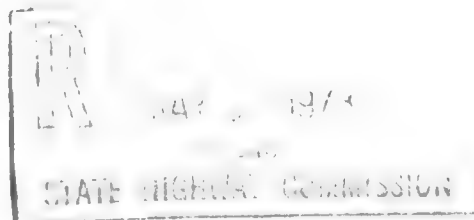
Ray Kiser Constr. Co. & Hannan Bros. Co.
Drawer K
Redding, California 96001

Hannan Bros. Constr., Inc.
8410 S.E. Otty Road
Portland, OR 97266

Great American Insurance Company
2030 Ninth Avenue
Seattle, Washington 98121

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.



DEZENDORF, SPEARS, LUBERSKY & CAMPBELL

(DEY, HAMPSON & NELSON)

(KOERNER, YOUNG, MCCOLLOCH & DEZENDORF)

ATTORNEYS AT LAW

800 PACIFIC BUILDING

PORTLAND, OREGON 97204

226-6151

JAMES C. DEZENDORF
FRANK H. SPEARS
WILLIAM F. LUBERSKY
HARRY J. DEFRANCO
GEORGE B. CAMPBELL
JOHN R. BLEDSOE
JAMES D. TREDUP
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WAYNE HILLIARD
JAMES H. CLARKE
LEWIS K. SCOTT
RICHARD S. BORST
GEORGE L. WAGNER
STANLEY R. LOES
MICHAEL G. HOLMES
GEORGE L. KIRKLIN
LEIGH D. STEPHENSON
JOHN H. DORAN
O. MEREDITH WILSON, JR.
ANTHONY J. BARKER
LAURENCE F. JANSSEN
ROBERT E. MALONEY, JR.

CLARENCE J. YOUNG
FRANK C. MCCOLLOCH
OF COUNSEL

RICHARD C. HUNT
JOHN W. GOULD
GEORGE A. RUSSILL
JAMES P. STOFFER
KENNETH E. JERNSTEDT
C. RICHARD NOBLE
CRAIG E. IVERSON
JOHN M. BERMAN
VANTER PARKER
RICHARD H. WILLIAMS
DARYL L. NELSON
EDWIN A. HARNDEN
ROY P. FARWELL

Russ
Please actn - April 13, 1973
cec

Oregon State Highway Department
Salem, Oregon 97310

RE: Notice to Oregon State Highway Department
and Hannan Brothers Construction, Inc. ✓

and

Notice to Oregon State Highway Department
and Ray Kizer Construction Co. ✓

Gentlemen:

Enclosed herewith are notices of claims against
bonds by Ace Galvanizing, Inc. on the Condon Thirty Mile
Job, the Rickreall-Independence Job and the Green's Bridge
Job at Jefferson.

Very truly yours,

Herbert H. Anderson

Enclosures

cc: Hannan Brothers Construction, Inc.
Ray Kizer Construction Co.

APR 1 1973

NOTED
C. W. HEAD

NOTICE TO OREGON STATE HIGHWAY DEPARTMENT

and

RAY KIZER CONSTRUCTION CO.

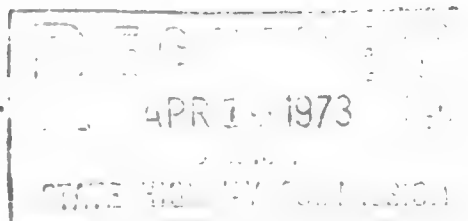
NOTICE IS HEREBY GIVEN that the undersigned, ACE GALVANIZING, INC., has a claim for galvanizing metal for WARD STEEL CORPORATION in the sum of \$4,524.16 with interest at the rate of 6% per annum from February 1, 1973, against the bond taken from RAY KIZER CONSTRUCTION CO., as principal and GREAT AMERICAN INSURANCE CO. as surety, for the work of the Condon Thirty Mile Job.

DATED this 13th day of April, 1973.

ACE GALVANIZING, INC.

By: Herbert H. Anderson
Its attorneys

Herbert H. Anderson
Dezendorf, Spears, Lubersky & Campbell
800 Pacific Building
Portland, Oregon 97204





7664
**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 13, 1973

State of Oregon Treasury Department
Capitol Building
Salem, Oregon 97310

Attention: Merle Crowe, Cashier

Gentlemen:

Re: Safekeeping Receipt No. 278
Ray Kizer Construction Co.

Having completed the Contract No. 7664, Ray Kizer Construction Co., the Time Certificate of Deposit described on receipt No. 278 (\$100,000.00) can be released.

Please continue to hold all other certificates deposited by the above company.

Very truly yours,

Vernon E. Skoog
Controller

By:


R. J. Haeck
Contract Accounting Supvr.

RJH:kmb

cc: Ray Kizer Construction Co.
Drawer K, Redding, CA 96001

C. W. Head
John Bond
Vince Gallagher
John Herr

7664

April 4, 1973

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

On April 2, 1973, we wrote to you concerning release of final payment on Contract No. 7664 awarded to Ray Kiner and Ray Kiner Construction Company for work on the South Salt, Condon-Thirtymile Creek Section of the John Day Highway in Gilliam County.

The total amount is \$1,911,869.03 including \$20,478.81 for work performed under future account.

Very truly yours,

G. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. H. Graham, Assistant Secretary

In

cc Ray Kiner and Ray Kiner
Construction Company
11760 N. E. Glisan
Portland, Oregon 97216

cc C. T. Kasey
Walt Hart
V. E. Sheng
Attn: Dick Mack
W. E. Schwartz

7664

April 2, 1973

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

Contract No. 7664, awarded to Ray Kiser and Ray Kiser Construction Co., for work on S. Unit, Condon-Thirtymile Creek Section of the John Day Highway in Gilliam County was completed on January 26, 1973, and accepted by the Highway Commission on March 22, 1973.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before April 7, 1973.

No claims for labor or material have been filed with us.

Very truly yours,

G. A. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

RM

cc

Ray Kiser
and Ray Kiser Construction Co.
11760 N. E. Glisan
Portland, Oregon 97216

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Haack
W. E. Schwartz

7664

March 29, 1973

TO Oregon State Highway Commission

FROM F. B. Klabe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7664, Work Completed January 26, 1973

Project S. Unit, Gandon - Tairymilla Creek

Highway John Day County Gilliam

Type of Work Grading, Piling and Structure

Contractor Ray Kiser and Ray Kiser Constr.

Recommended Acceptance Date March 28, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on April 17, 1973 for your formal concurrence.

VCipr- 4. 7555

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Kasey
W. J. Hart
V. L. Gallagher

7664

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT FIELD ENGINEER'S WEEKLY REPORT FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE DIVISIONS		SECTION South Unit Condon-Thirtymile Creek		WEEK ENDING: March 16, 1973	
		HIGHWAY John Day		SECTION PREFIX 11-1114	
				COUNTY Gilliam	
NAME OF JOB S. Unit-Condon Thirtymile Creek		KIND OF WORK Grading, Oiling & Structure			
CONTRACTOR Ray Kizer & Ray Kizer Construction Co.		CONTRACT NUMBER 7664		FEDERAL AID PROJECT NUMBER State	
DATE OF CONTRACT November 1, 1971		DATE WORK STARTED November 30, 1971		ESTIMATED COMPLETION DATE	
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0		SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 430 SPECIFIED COMPLETION DATE		WORK DAYS USED CALENDAR DAYS USED 287 PERCENT OF TIME ELAPSED 67	
PROJECT AUTHORIZATION: 2,210,825.89		ENGINEERING AUTHORIZATION 157,214.32		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100	
EXCLUSIVE OF ENGINEERING: 2,053,611.57		ENGINEERING COST TO DATE 172,993.40		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 1,980,440.00		PERCENT OF AUTHORIZATION 110 %		DATE PROJECT WAS COMPLETED: February 2, 1973	
ESTIMATED PERCENT: ~~100~~ 4 %					

ESTIMATED PERCENT COMPLETE (ROADWORK)						
CLEARING	DRAINAGE	GRADING	BASE	OIL AND ASPHALT	MAT'L. PROD.	
100	100	100	100	100	100	
				Gridrolled SB		
				GRADING	SURFACING	
					MAINTENANCE MATERIALS	
					OIL & BITUMINOUS MACADAM	1*-0 Agr. Base
						~~XXXXXX~~
MILES IN PROJECT				2.77	2.61	
MILES PARTIALLY COMPLETED						
MILES COMPLETED				2.77	2.61	
TOTAL ESTIMATED QUANTITIES (CONTRACT)				650,000 CY	28,645 CY	
TOTAL QUANTITIES CORRECTED TO DATE				884,744 CY	25,500 CY	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				884,744 CY	25,500 CY	
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				0	0	
NUMBER OF SHIFTS PER DAY				0	0	
HOURS PER SHIFT						
EQUIPMENT USED DURING THE WEEK: None						

ESTIMATED PERCENT COMPLETE (STRUCTURES)							
BRIDGE NO.							
PERCENT							
	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY			
SUNDAY	Pt. cloudy						
MONDAY	Pt. cloudy-windy						
TUESDAY	Pt. cloudy						
WEDNESDAY	Pt. fair						
THURSDAY	Mostly fair						
FRIDAY	Ptly. fair						
SATURDAY							

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contract is completed. No work by Contractor.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The fencing crew worked three days this week under S.F.O. #6 & then went to another project.

The 3rd. notification was submitted on Thursday of this week.

SIGNED E. L. Thompson LOCATION Hermiston

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 9, 1973

9B-8-7

To:

SUBJECT:

Right-of-Way Section

S A L R M

S. Unit, ~~Condon-Thirtzville Street Section~~
John Day Highway
Gilliam County
Agreement Dated October 19, 1971
Contract No. 7664

Regarding subject project, I wish to call your attention to the provisions set forth in agreement between Gilliam County and the State of Oregon, approved October 19, 1971. Specifically, paragraph 4 under THINGS TO BE DONE BY STATE calls for the State to "...relinquish to County all State's right, title, and interest in the portions of roads referred to in paragraph 4..." of the same section.

As this section of highway is now completed, please implement the necessary procedures to transfer those properties to the local entity of government.

W. E. Schwartz
Regional Engineer

By

ASH
Alfred Shirley, Jr.
Regional Construction Engineer

AS:sh

cc Office Engineering
County and City
Construction
Maintenance
Design ✓

Involves B.L.M. land only.
No description required
R/W will contact B.L.M.
for info.

S.

1 Hall *X*
A. Olson
Terpin
2 Scott *J*
Swenson
R. Olson
Trout *W*

RECEIVED

MAR 12 1973

DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To _____
Bring Up _____
Other _____



OREGON STATE HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

March 9, 1973

Gilliam County Court
Courthouse
Condon, Oregon 97823

Gentlemen:

RE: South Unit, Condon-Thirtymile Creek Section, John Day Highway

Under date of October 19, 1971, the State and County entered into an agreement for construction of subject project within your jurisdictional boundary. The agreement provided that certain roads would be revised as a result of the construction. It also provides that, upon completion of the project, the County would assume all maintenance, jurisdiction and control of these roads and that State would transfer to County all State's right, title and interest therein by completion of the required documents.

The project is now completed, and by this notice these roads have passed to you for jurisdiction, maintenance and control as of February 9, 1973. I apologize for the delay in this notification.

If anyone from the Court would like to review this matter, please contact me at your earliest convenience so we may conclude our obligations. Attached is a copy of sketch map showing the above roads.

Very truly yours,

Wendell E. Schwartz
Regional Engineer

By

Alfred Shirley, Jr.
Regional Construction Engineer

AS:sh
Attachment

cc Maintenance
Construction
Right of Way
County and City
Design

7664

FORM 5-1 (REV. 12-66) OREGON STATE HIGHWAY DEPARTMENT FIELD ENGINEER'S WEEKLY REPORT FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE DIVISIONS		SECTION South Unit Condon-Thirtymile Creek		WEEK ENDING: March 9, 1973	
		HIGHWAY John Day		SECTION PREFIX 11-1114	
				COUNTY Gilliam	
NAME OF JOB S. Unit, Condon-Thirtymile Creek		KIND OF WORK Grading, Oiling & Structure			
CONTRACTOR Ray Kizer & Ray Kizer Construction Co.		CONTRACT NUMBER 7664		FEDERAL AID PROJECT NUMBER State	
DATE OF CONTRACT November 1, 1971		DATE WORK STARTED November 30, 1971		ESTIMATED COMPLETION DATE	
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0		SPECIFIED WORK DAYS		WORK DAYS USED	
		SPECIFIED CALENDAR DAYS 430		CALENDAR DAYS USED 287	
		SPECIFIED COMPLETION DATE		PERCENT OF TIME ELAPSED 67	
PROJECT AUTHORIZATION: 2,210,825.89		ENGINEERING AUTHORIZATION 157,214.32		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100	
EXCLUSIVE OF ENGINEERING: 2,053,611.57		ENGINEERING COST TO DATE 172,374.65		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING 1,980,440.00		PERCENT OF AUTHORIZATION 110 %		DATE PROJECT WAS COMPLETED: February 2, 1973	
ESTIMATED PERCENT: ~~XXXXXX~~ 4 %					
ESTIMATED PERCENT COMPLETE (ROADWORK)					
CLEARING 100	DRAINAGE 100	GRADING 100	BASE 100	OIL AND OR PAVE. 100	MAT'L. PROD 100
			Gridrolled SB		1"-0 Agr. Base
			GRADING	SURFACING	MAINTENANCE MATERIALS
			2.77	2.61	2.61
					2.61
			2.77	2.61	2.61
			650,000 CY	28,645 CY	4,040 CY
			884,744 CY	25,500 CY	3,477 CY
			884,744 CY	25,500 CY	3,477 CY
			0	0	0
			0	0	0
EQUIPMENT USED DURING THE WEEK: None					
ESTIMATED PERCENT COMPLETE (STRUCTURES)					
BRIDGE NO.					
PERCENT					
	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY	
SUNDAY	Ptly. fair				
MONDAY	Pt. fair-mild				
TUESDAY	Pt. fair-mild				
WEDNESDAY	Showers AM-Fair PM				
THURSDAY	Ptly fair-mild				
FRIDAY	Pt. fair-mild				
SATURDAY					

RECEIVED
MAR 12 1973
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contract is completed-No work by Contractor.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No activity on project this week.
 Fencing under S.F.O. #6 should resume in about 2 weeks.
 We are delayed in sending the 3rd. notification because we need form 124-RE-1 from subcontractor, Horton Construction Co.

SIGNED E. A. Thompson LOCATION Hermiston

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
JAN 10 1972

7664

January 9, 1973

To Oregon State Highway Commission

From F. B. Klaboe
State Highway Engineer

Subject Overrun in Project Authorization
Contract No. 7664

An overrun of the project authorization on Contract No. 7664, the South Unit, Condon-Thirtymile Creek Section of the John Day Highway in Gilliam County, is anticipated. The original project authorization was \$1,982,118.38. The present anticipated cost is \$2,210,825.89, indicating an overrun of \$228,707.51, or 11.5 percent. Ray Kizer and Ray Kizer Construction is the contractor. This is a State project.

This overrun can be attributed to an increase in the quantity of the bid item General Excavation. The work is virtually complete and this item shows an overrun of 235,000 cubic yards, or 36 percent. As contracted, the plans called for vertical slopes in several locations where sound rock was expected. Slope flattening to as much as 1-1/2:1 was required in some places as the cuts were opened up in order to get stability.

I recommend that the project authorization be increased by \$228,707.51 to a new total authorization of \$2,210,825.89.

This matter will be on the agenda for your consideration at the January 23 meeting.

cc: C. W. Head	V. L. Gallagher
G. M. Baldwin	V. E. Skoog
A. E. Johnson	W. E. Schwartz
C. T. Keasey	Gary Ross
	Gary Sund

JAB:fw dpy

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project S. Unit Condon-Thirtymile Creek Section Date November 6, 1972
 Highway John Day Contract No. 7664
 County Gilliam Kind of Work Grading, Oiling & Str. Contractor Ray Kizer Construction Co.

	Authorized	Estimated
Contract Amount	\$1,658,383.00	1,864,223.66
Anticipated Items	103,500.00	80,954.85
Contingency (4½%)	79,284.74	88,433.06
Engineering	140,950.61	157,211.32
Credits		
PROJECT COST	1,982,118.38	2,210,825.89

NET INCREASE \$ 228,707.51

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
General Exca. (C)	\$767,300.00	+ \$230,300.00
Trench Exca. (C)	26,841.65	+ 5,111.85
Watering (C)	39,481.12	+ 14,401.20
Grid Rolled Aggregate Subbase (C)	0.00	- 55,000.00
¾" O Aggregate in Prime (C)	3,589.20	- 3,490.80
MC-250 in Prime Coat (C)	4,174.50	- 8,425.50
Cl. A Concrete in Headwalls & Wingwalls (C)	105,917.40	+ 46,637.40
Reinforcement in Headwalls & Wingwalls (C)	13,313.19	+ 4,694.19
Temporary Drainage Structure (C)	0.00	- 12,000.00
Roadside Seeding & Mulching (A)	7,000.00	+ 3,500.00
Flagging (A)	20,000.00	+ 14,000.00
Slide Correction (A)	0.00	- 20,000.00
Pacific Northwest Bell (A)	29,100.00	- 10,900.00
Extra for Selected Subgrade Material (U)	17,759.90	- 37,240.10

Principal reasons for overruns (Continue on reverse side):

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by W. A. Lison Resident EngineerNoted by Richard Bond Construction or Bridge EngineerConfirmed by James E. Schwartz Division EngineerNoted by Dr. K. L. K. K. Deputy or State Highway Engineer

Furnish & Place Fish Resting Rocks	(U)	\$ 180.00	\$ 800.00
Furnish & Place Stockpass	(U)	3,264.00	
Repioneer Channel Change	(U)	1,360.53	

General Excavation: Cuts would not stand on designed slope and were laid back. Flash floods filled Condon Creek with deposits. This was excavated along with several other areas to make the embankment. The material excavated had a near straight across factor whereas plans figured a big swell.

Trench Excavation: No rock was encountered for footing of the big arches. These were redesigned with floor slabs, aprons & cutoff walls. This accounts for the overrun.

Watering : It was impractical to construct the various stage constructions as shown on the plans. Considerable water was used to hold base rock in place and alleviate dust. A large quantity of water was used to set the embankment & also to aid in setting up shot rock used as selected subgrade material.

Class A concrete in Wingwalls & Headwalls: Same explanation as trench excavation.

Reinforcement in Headwalls & Wingwalls: Same explanation as trench excavation.

Roadside Seeding & Mulching: More dirty slopes existed than was anticipated.

Flagging : Original Authorization not enough. The old highway had many blind curves where it was necessary to use more than one flagman each way. Much of the construction was done under traffic.

7664

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

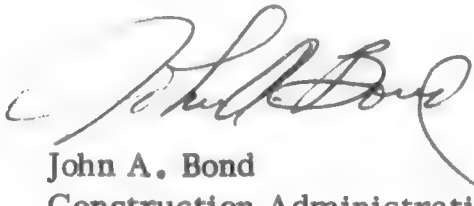
Salem, Oregon

January 5, 1973

To: A. E. Johnson
Assistant State Highway Engineer

SUBJECT: South Unit, Condon-Thirtymile
Creek Section
Contract No. 7664
Request for Overrun of Project
Authorization

FROM:


John A. Bond
Construction Administration Engineer

Herewith a report of an expected overrun which amounts to 11.5 percent or \$228,707.51. This overrun can be entirely attributed to the General Excavation quantity. The project is virtually complete and this item now shows an overrun of 235,000 cubic yards or 36 percent. At the bid price of \$0.98 per cubic yard, this alone accounts for the money overrun. This was a State project financed by the 1971 (Eastern) bonding.

As contracted, the plans called for vertical slopes in several locations where sound rock was expected. Slope flattening to as much as 1-1/2:1 was required in some places. Price Agreement No. 3 added 135,000 cubic yards of excavation in just two locations. The necessity for this was checked out on the ground by the Construction Engineer at the time.

The excavation is now complete and remeasure quantities come up as cited above. A rough draft letter to present this to the Highway Commission is attached.

NOTED
F. B. KLABOE

WILL
A. E. JOHNSON

RECEIVED
JAN 5 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

JAB:fw
Attach.

89° 52475-734 cc V. L. Gallagher



NOTED
FOR FILING JOHN WIDMER

**OREGON STATE
HIGHWAY DIVISION**

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

November 7, 1972

7664

Mr. Cecil Head, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Dear Mr. Head:

RE: Reassignment of S. Unit-Condon-Thirtymile Creek
Contract No. 7664 Prefix 11-1114

Effective Monday, November 13, 1972 E. S. Thompson will relieve W. A. Tison as Resident Engineer for the subject project. This is to allow Mr. Tison and crew to report to Coos Bay for assignment of duties as outlined in Mr. Keasey's letter of October 3, 1972.

Mr. Thompson will administer the project from his office in Hermiston.

Please direct all correspondence concerning this project to:

E. S. Thompson, Resident Engineer
240 Gladys
Hermiston, Oregon 97838

Sincerely,

Wendell E. Schwartz
Regional Engineer

By

R C Lang
R. C. Lang

Regional Office Engineer

cc A. E. Johnson
C. T. Keasey
J. C. Jenkins
L. H. Young
D. H. Moehring
L. E. George
W. A. Tison
E. S. Thompson

NOTED
FRAN NEAVOLL

NOTED
C. W. HEAD

John Widmer ✓
Note and return
Cec H.

Fran
please note and return
Cec

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project S. Unit Condon-Thirtymile Creek Section Date November 6, 1972
 Highway John Day Contract No. 7664
 County Gilliam Kind of Work Grading, Paving & Str. Contractor Ray Kiser Construction Co.

	Authorized	Estimated
Contract Amount	\$1,658,383.00	1,884,223.66
Anticipated Items	103,500.00	80,954.85
Contingency (4½%)	79,284.74	88,433.06
Engineering	140,950.64	157,214.32
Credits		
PROJECT COST	1,982,118.38	2,210,825.89
NET INCREASE \$		228,707.51

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
 (List all unanticipated items)

		Expected Amount	Net Change
General Exca.	(C)	\$767,300.00	+ 4230,300.00
Trench Exca.	(C)	26,844.65	+ 5,144.65
Watering	(C)	39,481.12	+ 14,401.20
Grid Rolled Aggregate Subbase	(C)	0.00	- 55,000.00
¾" - 0 Aggregate in Prime	(C)	3,589.20	- 3,490.80
MC-250 in Prime Coat	(C)	4,174.50	- 8,425.50
CL. & Concrete in Headwalls & Wingwalls	(C)	105,917.40	+ 46,637.40
Reinforcement in Headwalls & Wingwalls	(C)	13,313.19	+ 4,624.19
Temporary Drainage Structure	(C)	0.00	- 12,000.00
Roadside Seeding & Mulching	(C)	7,000.00	+ 3,500.00
Flagging	(A)	20,000.00	+ 14,000.00
Slide Correction	(A)	0.00	- 20,000.00
Pacific Northwest Bell	(A)	29,100.00	- 10,900.00
Enter for Selected Subgrade Material	(U)	17,750.00	- 37,240.10

Principal reasons for overruns (Continue on reverse side):

STATE HIGHWAY COMMISSION

DATE 1-23-73

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by W.A. Tison
Resident EngineerNoted by J. Paul Bond
Construction or Bridge EngineerConfirmed by William E. Swartz
Division EngineerNoted by W. K. Kiser
Deputy or State Highway Engineer

Furnish & Place Fish Resting Rocks
Furnish & Place Stockpass
Replenish Channel Change

(U) \$ 180.00
(U) 3,264.00
(U) 1,360.53

\$ 800.00

General Excavation: Cuts would not stand on designed slope and were laid back. Flash floods filled Condon Creek with deposits. This was excavated along with several other areas to make the embankment. The material excavated had a near straight across factor whereas plans figured a big swell.

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Watering: It was impractical to construct the various stage constructions as shown on the plans. Considerable water was used to hold base rock in place and alleviate dust. A large quantity of water was used to set the embankment & also to aid in setting up shot rock used as selected subgrade material.

Class A concrete in Wingwalls & Headwalls: Same explanation as trench excavation.

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Roadside Seeding & Mulching: More dirty slopes existed than was anticipated.

Flagging: Original Authorization not enough. The old highway had many blind curves where it was necessary to use more than one flagman each way. Much of the construction was done under traffic.

RECEIVED

JUN 1 1972



UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

**NOTED
A. E. JOHNSON**

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7664

September 27, 1972

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

Re: Construction Plans and Right of
Way Map
Condon-Thirty Mile Creek Section
John Day Highway
Gilliam County

ATTENTION: Mr. Thomas Kornelis
Chief, Branch of Land

Gentlemen:

Enclosed you will find one set of construction plans and one copy of right of way map 9B-8-7 for the above subject project. The project is now under construction.

It has been brought to our attention that BPA has a transmission line crossing between Highway Stations 2310 and 2320. No conflict with your transmission line structures has been encountered.

Connections will be established to the old highway and certain access roads as shown on Sheet 6 of the attached plans. Please advise if the access to your transmission line has been sufficiently re-established.

If further information or assistance is required, please contact Mr. Jack M. Cartwright, Utility Office Engineer, Room 314 Highway Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosure

cc: A. E. Johnson
H. W. Gerlach
W. E. Schwartz
William Tison

RECEIVED
SEP 27 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER



UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

7664
HIGHWAY BUILDING

SALEM, OREGON • 97310 Phone 378-6311

September 19, 1972

Columbia Basin Electric Cooperative, Inc.
P. O. Box 398
Happner, Oregon 97836

Re: Power Pole Adjustment
Condon-30 Mile Creek
John Day Highway
Gilliam County

ATTENTION: Mr. Harley B. Young

Gentlemen:

Your work order No. 7-72-16, 16X for the adjustment of your facilities on this project has been approved by the State. This will confirm our verbal authorization to proceed with the work as of July 21, 1972.

Reimbursement for the work performed on and subsequent to July 21, 1972, will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl

cc: A. E. Johnson
G. L. Green
R. N. Chase w/attach
V. L. Gallagher "
V. E. Skoog "
W. E. Schwartz " (2)
William Tison "
H. W. Gerlach "

Note to Mr. Schwartz: Please have a supplemental State Force Order prepared and submitted for this work.

NOTED
A. E. JOHNSON

RECEIVED
SEP 19 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 11 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 6, 1972

To: Tom Edwards
State Highway Engineer

SUBJECT: Arch Culvert Inlet Design
Condon-Thirtymile Creek Section
John Day Highway

FROM: 
C. T. Keasey
Construction Engineer

On our August 4, 1972 trip to Eastern Oregon, you asked that we look into the possible need for improved inlet characteristics for the large arch culverts in Condon Canyon on the subject project.

The attached report from Steve McNab, Hydraulics Engineer, indicates that construction factors, rather than inlet design, were the cause of the excessive head and overflow of the culverts, and that the peak discharges during the June 8 and June 9 waterspouts were less than the design flood.

It is expected that with construction completed and obstructions removed from the channel, the culverts will adequately handle future floods of this magnitude.

I do not, therefore, recommend modification of the inlets of these culverts.

NOTED
F. B. KLABOE

CTK:fw
Enc.
cc A. E. Johnson
W. E. Schwartz
Steve McNab

*Matter closed
although I really
don't agree*


RECEIVED STATE HWY ENGR	
SEP 8 '72	
REFER TO	
FOR	
Info	SAV
CL	CL
CL	CL
CL	CL
CL	CL
CL	CL
CL	CL



Memo to File.
Aug 28, 1972

Culvert Design
Condon - Thirtymile Cr. Section

After a field inspection of the subject project, Mr. Tom Edwards, State Highway Engineer, request Mr. Carroll Keasey, Construction Engineer, to investigate the possibility of using improved inlets on the large arch culverts in Condon Canyon to reduce the headwater depths at these culverts during floods similar to those of June 8 and June 9, ~~on the~~ ~~Christmas~~ Floods. Mr. Keasey ~~request~~ ^{asked} the Hydraulics Unit to review the designs and make recommendations on the use of improved inlets.

All culverts on the Condon-Thirtymile section were sized after a hydrologic study of the Christmas Flood of 1964. The drainage study included data from interviews with local residents and ^{government} ~~public~~ personnel ~~to~~ together with photographic data. This information is included in a comprehensive study report dated October 20, 1970.

The 1964 Flood was the largest of record

with the ^{peak} design flows exceeding those suggested by Mr. John Jenkins based on the 1923 ~~flood~~ ^{historical} ~~which was the largest flood at the time of~~ ~~his 1960 drainage study~~. The Culverts were designed to operate under inlet control with headwater depth of about 0.8D. Below is a table showing ^{each} ~~the design~~ culvert sizes, ^{design} discharges, and estimated headwater depth.

Station	Culvert	Design Q	Allow. Headwater
2204	13'-3" x 9'-4" AT&MP	619 cfs	7.0 ft
2280	22' x 10'-7" Arch	1550 cfs	9.6 ft
2300	22' x 10'-7" Arch	1665 cfs	10.2 ft

Slope-area measurements ^{taken} by the Geological Survey indicate that the flash floods of June 8 and June 9 ~~resulted~~ ^{resulted} in ^{peak} discharges less ~~than~~ than the design flood. Field elevations ~~show~~ ^{show} that the highwater at the inlet to each culvert exceeded the culvert crown elevation giving the appearance that the culverts were too

small; however, extenuating circumstances must be explained to show the reason ~~for~~ ^{for the} submergence ~~at the inlet~~ ^{of} these culverts.

Station 2204 +00

^{Water} ~~The culvert inlet~~ was restricted ^{at the inlet} by plywood increasing the headwater forms for the headwall thus ~~reducing the cross section~~ depth.
~~area of the culvert inlet~~

Station 2280 +00

Culvert was in a wide channel section. ~~having~~ ^{were} Upstream large quantities of fill material ~~were~~ carried ~~down~~ into this enlarged section and deposited. This continual deposition raised the channel ^{about 6 feet} flowline in the culvert and adjacent channel.

Station 2300 +00

Both upstream and downstream from this culvert, the contractor ~~had~~ ^{of the floods} constructed haul roads which were in place at the time. These produce a high ^{headwater} ~~tailwater~~ and ~~restricted~~ and tailwater.

Recommendations

It is ~~not~~ recommended that improved inlets ^{not} be considered for the Condon Canyon at this time the following culverts, for ~~several~~ reasons:

1. The design flood is larger than either flash flood of June 8 ~~and~~ ^{or} June 9.
2. Culverts were sized to operate under inlet control with headwater depths ~~at~~ between $0.75D$ & $0.90D$
3. The culverts during the flood were in the construction stage and had poor inlet and outlet conditions
4. Construction of the simplest type of improved inlet (beveled edge) would reduce the headwater depth only about 0.3-foot in the case of a $13'-3" \times 9'-4"$ arch.
5. Construction of improved inlets ^{at this time} ~~could~~ ^{submitted} give the contractor leverage if he ~~makes~~ ^{made} a claim against the state for damages.

SH Macrae

cc: Keasey

Station 2204+00

Culvert 13'-3" x 9'-4" ATCMP
Design Flow = 619 cfs

F.L. (inlet) 2244.3 ft > HW = 14.2 ft
HW (inlet) 2288.5 ft

F.L. (outlet) 2272.4 ft > TW = 5.6 ft
HW (outlet) 2278.0 ft

Note Inlet constricted by plywood forms at
time of flood causing unusually high headwater

Station ~~2250~~ 2300+00

Culvert 22' x 10'-7" Arch
Design Flood = 1665 cfs

F.L. (inlet) = 1999.2 ft > HW = 10.5 ft
HW (inlet) = 2009.8 ft

F.L. (outlet) = 1994.5 ft > TW = 9.0 ft
HW (outlet) = 2003.5 ft



UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

7664
HIGHWAY BUILDING

SALEM, OREGON • 97310 Phone 378-6511

NOTED
A. E. JOHNSON

August 22, 1972

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97232

Re: Telephone Line Conflict
Candon-Thirty Mile Creek
John Day Highway
Gilliam County
Contract No. 7664

ATTENTION: Mr. M. G. Johnson

Gentlemen:

Reference is made to your letter dated July 31, 1972, which pertained to a lump sum billing for this relocation.

Due to the unusual and unforeseen problems which occurred during the construction of the line, we agree it is in the public interest for the State to accept a lump sum billing of 75% of the estimated gross expenditures for this work. This will amount to 75% of \$40,300 which equals \$30,225.

Upon receipt of your bill in this amount, it will be processed for payment.

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer

PGF:dl

cc: Pacific Northwest Bell Telephone Company
412 S. W. Oak Street
Portland, Oregon 97204
Attn: Right of Way Supervisor

A. E. Johnson
V. E. Skoog

RECEIVED
AUG 23 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUL 28 1972

FOR FILING

Ray Kizer Construction Co.

7664

Drawer K, Redding, California 96001 • Area Code 916 • 241-6201

RECEIVED
JUL 26 1972

OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

July 12, 1972

Mr. W. A. Tison, Resident Engineer
Oregon State Highway Division
P. O. Box 576
Condon, Oregon 97823

Re: South Unit, Condon-Thirty Mile Creek
John Day Highway
Contract No. 7664

Dear Mr. Tison:

The severe storm that occurred on June 8th and 9th, 1972 caused extensive damage to our highway project at Condon.

This storm was much greater than normal intensity and under Section 101.2 of the Standard Specifications should be defined as an "Act of God".

Section 107.25 of the Standard Specifications provides that the contractor is relieved of the responsibility to repair and restore any injury or damage to the work caused by an "Act of God".

It is our intention that this letter shall be the basis to claim the cost of repairing the damage and the additional time required due to the storm.

Yours very truly,

George E. Blaisdell, Jr.
George E. Blaisdell, Jr.
Superintendent

GEB:rfh

✓ CC: Regional Engineer
La Grande, Oregon

copy to Construction for info

[Handwritten initials]
JUL 26 1972
RECEIVED
RDE REGIONAL OFFICE

NOTED
A. E. JOHNSON

Routing
Keasey *[initials]* RECEIVED *[initials]*
Gond *[initials]* JUL 25 1972
Walker *[initials]* CONSTRUCTION
Johnson *[initials]* SECTION
Pease *[initials]*
Glenn *[initials]*
Litchfield *[initials]*
Berg *[initials]*

*Send copy to
A.E. Johnson
[initials]*

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S. Unit Gorden-Thirtymile Creek Date April 10, 1972, 19____
 Highway 2316 Contract No. 741
 County Clatsop Prefix 11-1114
 Contractor W. W. Construction Company, Inc. Kay Kizer F. A. Project No. State
 Address Dravos K Redding California 96001 Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Relocate 1 1/2 inch Galvanized Water Line.

Location by station numbers: 2316/10

Estimate of quantities and cost:	Equipment	240.00 plus 15 percent	-----	276.00
	Labor	65.00 plus 20 percent	-----	78.00
	Materials	60.00 plus 15 percent	-----	69.00
				Total 193.00

Maximum equipment rental rates allowable as per A.G.C.- state equipment-
 percentage allowance in accordance with executed contract.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
 This work was not included in the contract, but is essential to properly
 complete contract. Unable to negotiate price agreement with contractor.

INSTRUCTIONS: A single order should not
 cover more than one class of work or more
 than one extra work job.

Submit five copies of the order to Salem.
 After final approval of the order, the Salem
 office will send one copy to the contractor,
 one to the Regional Engineer and one to the
 Resident Engineer.

Project authorization	1,982,118.38
Present estimate of project cost, including	1,982,118.38
\$193.00 for work under this order	
Expected under-run amount	0
Expected over-run amount	0
Expected under-run per cent	
Expected over-run per cent	

Submitted by: W. A. Tiers Resident Engineer

Approval Recommended: [Signature] For: Construction or Bridge Engineer

Approval Recommended: [Signature] Regional Engineer

Approved: [Signature] 4-18-72

RECEIVED
MAR 6 - 1972
FOR FILING



Ray Kizer Construction Co.

Drawer K, Redding, California 96001 • Area Code 916 • 241-6281

Copy
REFERRED TO
Accts
BY SECRETARY
3-6-72

March 3, 1972

Robert W. Straub
State Treasurer
State of Oregon
Treasury Department
Salem, Oregon 97310

Re: Progress Payments
Contract No. 7491
Contract No. 7664

Gentlemen:

In the future, we would appreciate it if you would mail the referenced monthly Contract Payment Warrants to our head office, Drawer "K", Redding, California 96001.

This request refers only to the monthly payments and is to in no way have an effect upon other correspondence which will continue to be sent to addressess of record.

Your cooperation in this matter would be very much appreciated.

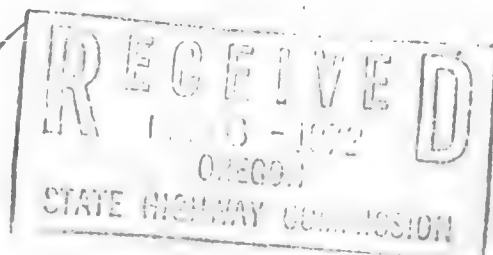
Yours very truly,

RAY KIZER CONSTRUCTION CO.


Ralph F. Hower
Office Manager

RFH/ws

cc: Mr. Floyd Query, State Highway Division





RECEIVED
FEB 22 1972
UTILITY UNIT
FOR FILING

OREGON STATE
HIGHWAY DIVISION

11-1114
7664
HIGHWAY BUILDING

NOTED
A. L. JOHNSON

SALEM, OREGON Phone 378-6511 97310

February 16, 1972

Columbia Basin Electric Cooperative
P. O. Box 398
Heppner, Oregon 97836

ATTENTION: Mr. Harley B. Young

Re: Additional Work
Power Pole Relocation
Condon-Thirty Mile Creek Section
John Day Highway
Gilliam County
Contract No. 7664

Gentlemen:

Your estimate and sketch map, dated January 7, 1972, for the adjustment of your facilities on this project, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of February 8, 1972.

Reimbursement for the work performed on and subsequent to February 8, 1972, will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

George M. Baldwin
Administrator of Highways

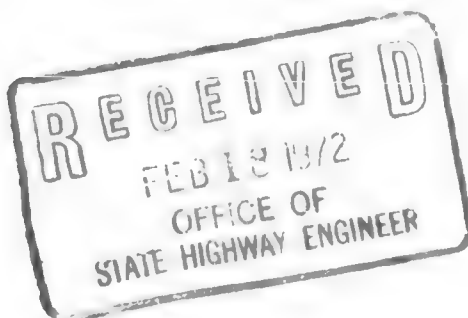
By *[Signature]*

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl

cc: A. E. Johnson
R. E. Simpson
V. L. Gallagher w/attach (2)
V. E. Skoog "
W. E. Schwartz " (2)
William Tison "
Harry Oswald "
Harlin Gerlach "

Note to W. E. Schwartz: Please have a supplemental State Force Order prepared and submitted for this work. Contract No. 7664. Prefix No. 11-1114. Return one copy of Est. and sketch with SFO



RECEIVED
JAN 14 1972

FLORIDA 3

January 13, 1972
Salem, Oregon

Certificate of Deposit

V. E. Shog
F. D. Morgan
Attn: John Bond
L. H. Young
Attn: Vince Gallagher

Roy Kizer Const. Co.

Attached are copies of the letter and a receipt from the Office of the Treasurer advising us that the Treasurer's Office has received a Certificate of Deposit from the contractor in lieu of retainage on Contract No. 7664.

A copy of the letter and the receipt are being placed in the General Files under the contract number, and we are setting up a subject file in our office identified by the name of the contractor.

As this is the first go-around under the new law on deposits in lieu of retainage, your suggestions will be appreciated if clarification is needed.

Floyd Query, Secretary

FQ:dc
Attachment

cc George H. Baldwin
Tom Edwards
F. A. Kibbe

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

No 278

Received for
Account of Ray Kiser Construction Company

Date January 12, 1972

Address Drawer "K" Redding, California, 96001

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit: Drawn on First National Bank of Oregon, Main Branch, Portland, Oregon 4.75% Dated January 6, 1972 Due January 6, 1974	141455	1	100,000				100,000.00

Purpose of Deposit In Lieu of retsinage on State Highway Contract No. 7664

Authority Chapter 746 O.L. 1971

Countersigned by

M. J. Row acct Deputy
Chancellor

Robert A. Stewart

State Treasurer

SPECIAL INSTRUCTIONS



State of Oregon

Treasury Department
Salem 97310

ROBERT W. STRAUB
State Treasurer

January 12, 1972

Ray Kiser Construction Company
Drawer "H"
Redding, California 96001

Attention: Mr. Ralph F. Hower,
Office Manager

Gentlemen:

Per instructions from the Department of Transportation, State Highway Division, we are enclosing safekeeping receipt No. 278 dated January 12, 1972 in the amount of \$100,000.00, Time Certificate of Deposit First National Bank of Oregon, Portland Main Branch 4.75% dated January 6, 1972, due January 6, 1974.

This Time Certificate of Deposit is in lieu of retainage on State Highway Contract No. 7664.

Yours truly,

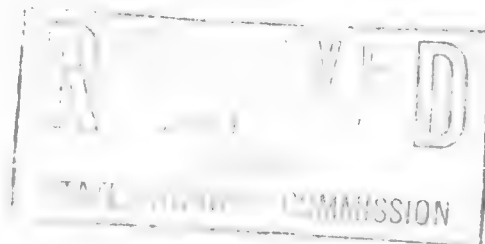
Merle Crowe, Accountant

ms:jr

cc: Mr. Floyd Query, State Highway Division
Mr. Ford E. Watkins, First National Bank of Oregon

Enclosure

1-13-72
Copies to
Gen. files
Sherry
Const
Program



COPY

RECEIVED
DEC 17 1971

FOR FILING

11-1114
7664

December 16, 1971

Ray Kiser and Ray Kiser Construction Co.
Drawer K
Redding, California 96001

Gentlemen:

As a follow-up to my letter of December 7, 1971, re filing of securities in lieu of retainage on Contract 7664, there is attached a copy of instructions issued by A. E. Johnson, Assistant Highway Engineer, which should clarify the matter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Per:fm

Att.

cc

A. E. Johnson
V. E. Shoop
Frank Morgan
Attn: John Bond

Ray Kiser and Ray Kiser Constr. Co.
11760 N. E. Glisan
Portland, Oregon 97216



OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON

• 97310
December 15, 1971

1. The contractor should submit the securities directly to the State Treasurer for safekeeping and, in doing so, should use a transmittal letter and clearly identify the highway contract name and number to which they apply, with copies to the Resident Engineer and the Construction Engineer. The State Treasurer will determine whether the securities are acceptable for this purpose. Briefly, they are limited to:

- (a) Bills, certificates, notes or bonds of the United States.
- (b) Other obligations of the United States or its agencies.
- (c) Obligations of any corporation wholly owned by the Federal government.
- (d) Indebtedness of the Federal National Mortgage Association.

(e) Time certificates of deposit issued by an Oregon bank.

(f) Corporate bonds rated "A" or better by a recognized rating service.

2. The State Treasurer will determine the value of the securities. This will be reviewed periodically, as the values of some of the above securities can fluctuate. Communication with the State Treasurer regarding the value of securities he holds will be handled by the Accounting Section of the Highway Division.

Reference to "the contractor" in the above instructions means the prime contractor. There have been no changes from the six types of securities listed up to the present time.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
Floyd Query (enc.)
V. E. Skoog (enc.)
F. D. Morgan
R. L. Schroeder (enc.)

JAB:fw/ESH:ja

RECEIVED
DEC 13 1971

FOR FILING

Ray Kizer Construction Co.

Copy
REFERRED TO
Vern Skoog
SECRETARY
12 13-71

file

Drawer K, Redding, California 96001 • Area Code 916 • 241-6281

11-1114
7664

December 10, 1971

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Re: Retainage on Contract No. 7664

Dear Mr. Query:

Thank you for your answer to my inquiry relative to the retainage on Contract No. 7664.

It is our intention to deposit with the State of Oregon, a First National Bank of Oregon Time Certificate of Deposit in the amount of \$100,000.00 with a maturity date of two years from the date it is issued. The exact manner as to how the Certificate of Time Deposit will be executed is predicated on the requirements of the State Treasurer's office.

Yours very truly,

RAY KIZER CONSTRUCTION CO.

Ralph F. Hower
Ralph F. Hower
Office Manager

RFH/ws

NOTED
FLOYD QUERY

RECEIVED
DEC 7 - 1971

FOR FILING

11-1114
7664

December 7, 1971
Ray Kiser and Ray Kiser Construction Co.
Drawer K
Redding, California 96001

Gentlemen:

This is in response to your inquiry as to what procedure is required to file securities with the Highway Division in lieu of retainage on Contract No. 7664.

This question was referred to our Chief Counsel who in turn advised me that the matter would be worked out between our Controller, Mr. V. E. Skoog, and the State Treasurer. It is my understanding that they are now working on the matter.

If early information is necessary, it might be helpful if you would tell us what kind of securities you propose to deposit. I don't know how soon the general information will be available, but it will be as soon as the details can be worked out.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:dr

cc Ray Kiser & Ray Kiser Constr. Co.
11760 N. E. Olisan
Portland, Oregon 97216
be V. E. Skoog
Robert W. Straub

Salem, Oregon
December 6, 1971

Mr. V. E. Skoog
Controller

Filing securities in lieu of
retainage on contracts

Last week I received a phone call from Ray Kizer requesting information on how to file securities in lieu of retainage on Contract No. 7664.

Friday of last week I received a letter from Gibbons and Reed Company requesting the same information. A copy of their letter is attached.

These requests were referred to Mr. Lindas for advice and today Frank McKinney tells me that the requests should be referred to you to take the matter up with the State Treasurer.

Floyd Query, Secretary

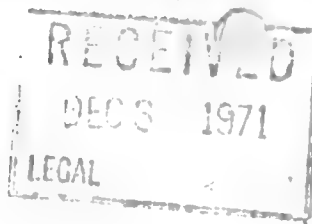
FQ:fm
Att.

cc R. L. Porter

Contract
7664 Pay Kizer
Drawer K
Selling Caley
96001

Wants info on how
to file securities in
lien of retainage on
Contract 7664

(note to Linda 11-26)
re above



REFERRED TO
McKinney
BY SECRETARY

12-6-71

I understand Leonard will not
be back until 12-13. Dec 3
Kizer called re developments
on how to file securities and
we also received the attached
letter from Libbon & Reed
on the same subject.
Is there any info available?

F. Query

RECEIVED
NOV 23 1971

FOR FILMS

11-1114
7664

November 22, 1971

Ray Kiser and Ray Kiser
Construction Company
11760 N. E. Glisan
Portland, Oregon 97216

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7664 for work on the South Unit, Condon-Thirtymile Creek Section of the John Day Highway in Gilliam County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

or
Enclosure

cc Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

be F. D. Morgan
I. D. Merchant
L. H. Young
Attn: Vince Gallagher
Don Trout
H. S. Coulter
William Tison

RECEIVED
NOV 2 - 1971

FOR FILING

11-1114
7664

November 2, 1971

Ray Kiser and Ray Kiser Construction Co.
Trucker "K"
Redding, California 96001

Gentlemen:

The State Highway Commission on November 1, 1971,
awarded to you State Highway Contract No. 7664 in the
amount of \$1,698,383 on the South Unit, Gordon-Thirtynile
Creek Section of the John Day Highway in Gillette County.

Contract forms will be sent to you for execution
within the next few days.

Very truly yours,

Floyd Query, Secretary
SANDHILL STATE HIGHWAY COMMISSION

For
be

Frank Morgan
Ivan Merchant
Don Trout
H. A. Coulter
Wm. Tison
Wm. Gabel (SAIF)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1971

To:

Mr. Frank Hall
Design Engineer
BUILDING

SUBJECT:

File 46668, OR 8705
Condon-Thirty Mile Creek Sec.
John Day Highway

Attached is a photocopy of the BLM's preconstruction permit signed October 26, 1971, on our right of way application of October 15, 1971.

We especially call your attention to Item 3, Page 2 of the Decision. We note on Sheet 6 of the construction plans that the symbol for the obliteration of the old highway opposite Station 2303 to Station 2306 is shown for the old highway as it was abandoned, but the customary note "obliterate old roadway" is omitted. This is the omission called to your attention by Mr. Moehring in his phone conversation of this date.

EFS

EARL F. SALING
Right of Way Office Mgr.

EFS:ls
Attachment

cc: Mr. H. S. Coulter
(With copy preconstruction permit)

11-3-71
F.A. Sheets have been
revised and distributed
(Signature)

1 Hall *H*
A. Olson
2 Terpin *T*
Scott
Wanson
Nelson
Proulx *P*

RECEIVED

OCT 28 1971

DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To _____
Bring Up _____
Other _____



United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Oregon State Office
P. O. Box 2965 (729 N.E. Oregon Street)
Portland, Oregon 97208

IN REPLY REFER TO:
OR 8705
2820 (943.1)

Your ref:
File 46668 Condon-
Thirty Mile Creek
Section
John Day Highway
Right-of-Way

DECISION

State of Oregon, by and through
its State Highway Commission
Mr. Earl F. Saling, Right-of-Way
Office Manager
c/o State Highway Division
Highway Building
Salem, Oregon 97310

OCT 26 1971

Right-of-Way Application, OR 8705

Advance Permission Granted

This refers to your request for advance permission pursuant to 43 CFR 2801.1-4(a)(1) to use and occupy lands in:

Willamette Meridian, Gilliam County, Oregon

T. 4 S., R. 21 E.,
Sec. 33, NW $\frac{1}{4}$ SE $\frac{1}{4}$ and S $\frac{1}{4}$ SE $\frac{1}{4}$;

T. 5 S., R. 21 E.,
Sec. 4, Lot 2,

for which you made right-of-way application, OR 8705, for reconstruction and re-alignment of a Federal aid highway.

Permission is hereby granted to proceed at your own risk subject to existing valid rights, and to the conditions specified below. This grant of advance permission is not a commitment that your application for right-of-way will be approved. If it is approved, the right is reserved to impose any requirements within the scope of applicable laws and regulations as conditions precedent to the approval of the right-of-way. The permission hereby granted is revocable at will and is subject to all requirements of 43 CFR 2800, and is subject further to the following conditions:

1. All provisions of Form OSO-1814-1, identified as Exhibit "A", attached to and made a part hereof.



OR 8705
2820 (943.1)

2. All provisions of the Equal Opportunity Clause, Form 1140-2, identified as Exhibit "B", attached to and made a part hereof.
3. To the satisfaction of the authorized officer of the Bureau of Land Management, the permittee shall restore the abandoned sections of the existing highway as near as possible to the natural condition of the surrounding land.



Virgil O. Seiser
Acting Chief, Branch of Lands and
Minerals Operations

Enclosures:

cc: U. S. Department of Transportatio
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308 Attn: 08-35-EC

EXHIBIT "A"

STIPULATION UNDER TITLE VI, CIVIL RIGHTS ACT OF 1964 (78 STAT. 241)

Attached to and made a part of Decision dated October 26, 1971, granting a right-of-way, or advance permission to use and occupy certain property of the United States.

- (1) The grantee (permittee) covenants and agrees that it will comply with all provisions of Title VI of the Civil Rights Act of 1964, and that for the period during which the property conveyed or made available by the attached instrument is used for the purpose(s) designated therein, or for another purpose involving the provision of similar services or benefits, it will not engage in any discriminatory actions prohibited by 43 CFR 17.3, to the end that no person in the United States shall, on grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under the program for which the grantee (permittee) received Federal financial assistance by said grant or permit. This assurance shall obligate the grantee (permittee), or in the case of transfer of the property granted or made available therein, any transferee, for the period of said grant or permit.
- (2) The grantee (permittee) further agrees that it will not transfer any rights or interests in the property conveyed or made available by the attached instrument for the purpose(s) designated therein, or for another purpose involving the provision of similar services or benefits, unless and until the transferee gives similar written assurance to the authorized officer of the Bureau of Land Management that it will comply with the provisions of paragraph (1) hereof.
- (3) The grantee (permittee) agrees that the right is reserved to the Department of the Interior to declare the terms of said grant or permit terminated in whole or in part and to revest in the United States title to the property conveyed or made available therein, in the event of a breach of the nondiscrimination provisions contained in paragraph (1) hereof at any time during the term of said right-of-way or permit.
- (4) The grantee (permittee) agrees that as long as the property conveyed or made available by the attached Decision is used for the purpose(s) designated therein, or for another purpose involving the same or similar services or benefits, the obligation to comply with the provisions of Title VI of the Civil Rights Act of 1964, shall constitute a covenant running with the land for the term of said grant or permit.
- (5) The grantee (permittee) agrees that in the event of violation or failure to comply with the requirements imposed by paragraph (1), the United States may seek judicial enforcement of such requirements.
- (6) The assurances and covenant required by secs. 1-5 above shall not apply to ultimate beneficiaries under the program for which said grant is made or permit issued. "Ultimate beneficiaries" are identified in 43 CFR 17.12(h).
- (7) Grantee (permittee) agrees that it will, upon request of the Secretary of the Interior or his delegate, post and maintain on the property conveyed or made available by the attached Decision signs and posters bearing a legend concerning the applicability of Title VI of the Civil Rights Act of 1964 to the area or facility granted.

EXHIBIT "B"

Form 1140-2
September 1969

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

EQUAL OPPORTUNITY CLAUSE

During the performance of this contract, the contractor agrees as follows:

(1) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this Equal Opportunity clause.

(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under this Equal Opportunity clause, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(4) The contractor will comply with all provisions of Executive Order No. 11246 of September 24, 1965, as amended, and of the rules, regulations, and relevant orders of the Secretary of Labor.

(5) The contractor will furnish all information and reports required by Executive Order No. 11246 of

September 24, 1965, as amended, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

(6) In the event of the contractor's noncompliance with the Equal Opportunity clause of this contract or with any of the said rules, regulations, or orders, this contract may be cancelled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, as amended, and such other sanctions may be imposed and remedies invoked as provided in Executive Order No. 11246 of September 24, 1965, as amended, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

(7) The contractor will include the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of September 24, 1965, as amended, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* That in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

RECEIVED
NOV 11 1971

FOR FILES
11-11121
7664

58

10-19-71

October 21, 1971

Gilliam County Court
Courthouse
Condon, Oregon 97823

Attention: Marianne Anderson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 4350

Gentlemen:

Attached for your records is a fully executed copy of an agreement pertaining to the South Unit, Condon-Thirtymile Creek Section of the John Day Highway. - 7664

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fm
Att.

cc H. S. Cox
(conf. agree. att.)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

October 5, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

SUBJECT: Construction Agreement
Condon-Thirtymile Creek Section
John Day Highway, No. 5
Gilliam County

B U I L D I N G

Attached hereto are three signed copies of an agreement with Gilliam County, and a suggested draft of a letter that may be used for presentation to the Highway Commission.

This project is currently scheduled for contract at the October 28 bid opening. The estimated cost is \$2,000,000 and is to be financed as a part of the 1971 State Bond Program.

Please review the provisions of the agreement and, if you approve, forward to the Highway Commission Secretary for his consideration and placement on the agenda for the October 19 meeting.

Mainor C. Holmes

Mainor C. Holmes
Office Engineer
County and City Section

MCH:ljt

Att.



RECEIVED
OCT 8 - 1971
FOR FILING

11-1114
7664

October 7, 1971

Oregon State Highway Commission

Gentlemen:

The Gilliam County Court has signed a construction agreement making it possible to proceed with construction of the South Unit, Candon-Thirtymile Creek Section of the John Day Highway. This project is a part of the 1971 State Bond Program and has an estimated cost of \$2,000,000.

This agreement provides for construction and maintenance of the project by the State and covers all right-of-way acquisition, drainage, grading, base, paving, and signing. The County has agreed to cooperate with the State in the usual manner to effect the adjustment of any conflicting utility installations. Upon completion of the project, Gilliam County will accept all the State's right, title, interest, jurisdiction, maintenance, and control of a new connection to Thirtymile Creek-Trailfork Road. The segments of the existing highway that are to be bypassed by the new construction are to be abandoned to the abutting properties. This project is scheduled for contracting at the October 28 bid opening.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be presented for your consideration at the October 19 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

MCH:ljt kw
cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Gary Sund
F. D. Morgan
L. H. Young
Frank L. Hall

R. N. Bothman
H. S. Cox
V. E. Skoog
H. S. Coulter



RECEIVED
SEP 23 1971

FOR FILE

**OREGON STATE
HIGHWAY DIVISION**

11-1111
7664
HIGHWAY BUILDING

SALEM, OREGON

97310

September 23, 1971

bc: Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor Wolfe
F. D. Morgan
L. H. Young
Frank L. Hall
H. S. Coulter (w/att.)

Gilliam County Court
Courthouse
Condon, Oregon 97823

Attn: Hon. James O. Burns
County Judge

Gentlemen:

Enclosed herewith for your consideration are four copies of a proposed construction agreement concerning construction of the Condon-Thirtymile Creek Section of the John Day Highway, State Primary Highway No. 5 (ORE 19), lying within the boundaries of Gilliam County.

This proposed agreement generally provides for construction and maintenance of the project by the State and is intended to cover all right-of-way acquisition, drainage, grading, base, paving, and signing. The County is requested to cooperate with the State in the usual manner to effect the adjustment or relocation of any utility installations that may be in conflict with the plans for the project. Upon completion of the project, the County is to exercise all jurisdiction, maintenance and control over the newly constructed connection to Thirtymile Creek-Trailfork Road. It is the State's intention to abandon the segments of the existing highway which will be bypassed to the abutting properties.

Please examine the contents of the proposed agreement carefully and, if found to be acceptable, sign three copies, have the County Clerk attest, affix the County Seal, and forward the three signed copies to this office for presentation to the Highway Commission. Following certification by the Highway Commission Secretary, a fully executed copy will be returned for the County's permanent records.

Thank you for your interest and cooperation in this matter. If we can be of any assistance whatever, please feel free to call 378-6514.

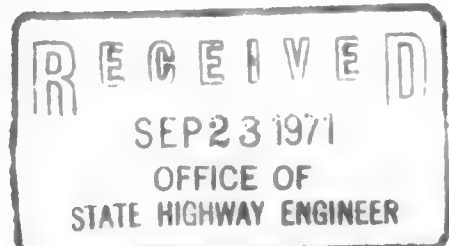
Very truly yours,

R. L. Porter
State Highway Engineer

By

Mainot

for H. S. Cox
County and City Engineer



MCH:1jt
Encl.

NOTED
TOM EDWARDS

101 E 6 11 W 15
SEP. 10 1971

11-1114
7664

Salem, Oregon
September 10, 1971

MEMO TO FILES

Footpaths and Bicycle Trails
Condon-Thirtymile Cr. Section
John Day Highway
Gilliam County

This project is to improve the present highway alignment with associated drainage and structural work. The northerly terminus is approximately 2-1/2 miles from Condon, and either terminus does not connect to existing sidewalks or trails. The surrounding population is sparse. Widening the roadbed and particularly the 500-foot long Thirtymile Creek Bridge would be excessively costly in relation to need or probable use.

Therefore, bicycle trails are not being established based upon Section 2, subsections 2b and 2c of Oregon Laws of 1971 which state "if the cost of establishing such paths or trails would be excessively disproportionate to the need or probable use; or where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

ORIGINAL SIGNED BY

W. H. Tebeau

W. H. Tebeau

Assistant Program and Planning Engineer

GAP:bb

cc: F. B. Klaboe
L. H. Young
F. L. Hall
W. J. Hart



RECEIVED
SEP 14 1971
UTILITY UNIT

FOR
**OREGON STATE
HIGHWAY DIVISION**

11-1114
HIGHWAY BUILDING

• SALEM, OREGON • 97310 Phone 378-6511

September 9, 1971

Columbia Basin Electric Coop, Inc.
Box 398
Heppner, Oregon 97836

Re: Power Line Conflict
Condon-Thirty Mile Creek Section
John Day Highway
Gilliam County

ATTENTION: Mr. Harley Young

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on October 28, 1971. Certain facilities owned by your company conflict with the construction requirements of this project and must be adjusted.

Attached hereto is a list of conflicts totalling nine (9) in number. Eight of the conflicts are located on private property and one (1) on public road right of way. Reimbursement will be made for 8/9 or 88.9% of the cost to adjust these facilities. Reimbursement is made pursuant to State policies and procedures and the provisions of the Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate and sketch map for all the work to be done and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. H. M. Fillmore, P. O. Box 850, LaGrande, Oregon 97850 at the earliest possible date in order to avoid delay in the construction of this project.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. **YOU ARE DIRECTED TO CONTACT MR. FILLMORE BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION.**

Columbia Basin Electric Coop, Inc.
September 9, 1971
Page 2

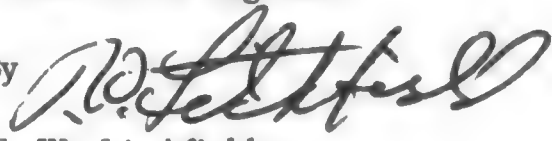
HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

If additional information or assistance is required concerning this work, please contact Mr. Fillmore or this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By


T. W. Litchfield
Railroad and Utility Engineer

PGP:dl

cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
H. S. Coulter
H. M. Fillmore



LIST OF CONFLICTS

Utility: Columbia Basin Electric Coop, Inc.
Project: Condon-Thirty Mile Creek
Highway: John Day
County: Gilliam

Sheet 1 of 1 Sheets

[illegible]



10) E P E W E D
SEP 14 1971
UTILITY UNIT

FOR FILING
**OREGON STATE
HIGHWAY DIVISION**

11-1114
7664
HIGHWAY BUILDING

• SALEM, OREGON • 97310 Phone 378-6511

September 9, 1971

Home Telephone Company
119 W. Gilliam
Condon, Oregon 97823

Re: Telephone Facility Conflicts
Condon-Thirty Mile Creek Section
John Day Highway
Gilliam County

ATTENTION: Mr. Jack Jackson

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on October 28, 1971. Certain facilities owned by your company conflict with the construction requirements of this project and must be adjusted.

Attached hereto is a list of conflicts totalling eighty (80) in number, all of which are located on private property and, therefore, are reimbursable pursuant to State policies and procedures the the provisions of the Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate and sketch map for the work to be done and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. H. M. Fillmore, P. O. Box 850, LaGrande, Oregon 97850 at the earliest possible date in order to avoid delay in the construction of this project.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. **YOU ARE DIRECTED TO CONTACT MR. FILLMORE BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION.**

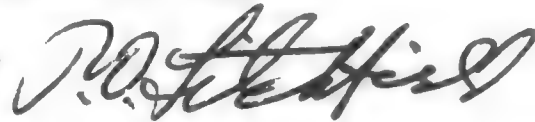
Home Telephone Company
September 9, 1971
Page 2

HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT
LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS OR
CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT
OR RELOCATION PURPOSES.

If additional information or assistance is required concerning this work,
please contact Mr. Fillmore or this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By 

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl

cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
H. S. Coulter
H. M. Fillmore



LIST OF CONFLICTS

Utility: Home Telephone Co.Project: Condon - 20 Mile Creek SectionHighway: John DayCounty: WilliamSheet 1 of 4 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
P. N. Bell Co. Telephone Pole 1389	2036+25	32'	left		X	conflicts All poles listed are attachments (4 wires) on Bell Poles
" # 1390	2037+85	33'	left		X	
" # 1391	2039+00	35'	left		X	Power Contact
" # 1392	2040+50	20'	left		X	Power Contact
" # 1393	2041+90	38'	left		X	Power Contact
" # 1421	2087+20	35'	left		X	Detour
" # 1422	2089+30	45'	left		X	Detour
" # 1423	2090+80	52'	left		X	Detour
" # 1444	2121+70	45'	left		X	
" # 1446	2124+85	25'	left		X	
" # 1447	2126+00	18'	left		X	
" # 1448	2127+35	15'	left		X	
" # 1454	2135+30	18'	left		X	
" # 1455	2136+75	55'	right		X	
" # 1460	2143+75	18'	right		X	
" # 1461	2145+20	28'	left		X	
" # 1462	2146+60	75'	left		X	Ch Ch
" # 1464	2149+03	35'	left		X	
" # 1465	2150+50	15'	left		X	
" # 1466	2151+90	6'	right		X	
" # 1467	2153+30	28'	right		X	
" # 1468	2154+60	45'	right		X	
"	2193+10	50'	right		X	
"	2194+50	30'	right		X	
"	2196+10	10'	right		X	
"	2197+50	7'	right		X	

LIST OF CONFLICTS

Utility: Home Telephone Company
 Project: London-30 Mile Creek
 Highway: John Day
 County: Gilliam

Sheet 2 of 1 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
P. N. Bell Co. Telephone Pole	2199+15	5'	right		X	All conflicts are attachments (4 wires to Bell poles.
" "	2200+65	20'	right		X	
" "	2202+20	28'	right		X	
" "	2204+20	35'	right		X	
" "	2205+55	50'	right		X	
" "	2207+30	60'	right		X	Ch Ch
" "	2208+80	60'	right		X	Ch Ch
" "	2209+65	62'	right		X	
~~" "~~	~~2210+40~~	~~55'~~	~~right~~		~~X~~	
" "	2211+10	70'	right		X	
" "	2214+20	90'	right		X	Ch Ch
" "	2235+60	100'	right		X	Ch Ch
" "	2236+90	85'	right		X	Ch Ch
Telephone Pole 1526	2240+35	50'	right		X	
" " # 1527	2241+90	35'	right		X	
" " # 1528	2243+10	25'	right		X	
" " # 1529	2244+15	18'	right		X	
" " # 1530	2245+20	8'	right		X	
" " # 1531	2246+90	5'	left		X	
" " # 1532	2248+25	12'	left		X	
" " # 1533	2249+80	15'	left		X	
" " # 1534	2251+10	20'	right		X	
" " # 1539	2252+10	68'	right		X	Ch Ch
" "	2257+80	110'	right		X	Ch Ch
" "	2259+30	110'	right		X	Ch Ch
" "	2265+60	100'	right		X	Ch Ch

LIST OF CONFLICTS

Utility:

Home Telephone Company

Project:

Gordon-30 Mile Creek

Highway:

John Day

County:

Gilliam

Sheet 3 of 4 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
P. N. Bell Co Telephone Pole	2266+90	70'	right		X	Ch Ch
" "	2268+10	55'	right		X	All Conflicts are attachments to Bell poles.
" "	2269+40	55'	right		X	
" "	2270+85	5'	left		X	
" "	2272+15	5'	left		X	
" "	2273+60	12'	left		X	
" "	2275+07	50'	left		X	
Telephone Pole 1565	2297+20	120'	left		X	
" # 1566	2299+02	38'	left		X	
" # 1567	2300+15	30'	right		X	
" "	2318+90	55'	left		X	Service Line
" "	2323+05	60'	right		X	
" "	2324+55	7'	right		X	
" "	2326+00	30'	left		X	
" "	2327+45	52'	left		X	
" "	2329+10	60'	left		X	
Equation $2330 + 09.24 \text{ PT BK} = 2327 + 97.57 \text{ MI}$						
Telephone Pole	2328+50	60'	left		X	
" "	2330+00	50'	left		X	
" "	2331+20	65'	left		X	
" "	2332+70	65'	left		X	
" "	2333+20	65'	left		X	
" "	2334+60	70'	left		X	
" "	2336+90	70'	left		X	
" "	2338+60	55'	left		X	
" "	2340+30	75'	left		X	

LIST OF CONFLICTS

Utility: Home Telephone Company

Project: Condon-30 Mile Creek

Highway: Wild Horse John Day

County: Gilliam

Sheet 4 of 4 Sheets

[illegible]

RECEIVED
SEP 14 1971

FORM 8-50 (REV. 10-69)

FOR FILING

11-1114
7664

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

September 8, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Construction Agreement Draft
Condon-Thirtymile Creek Section
John Day Highway, No. 5
Gilliam County

Attached hereto for your consideration is a suggested draft of an agreement with Gilliam County dealing with construction and relinquishment on the Condon-Thirtymile Creek Section. The segments of the existing highway that are to be bypassed will be abandoned to the abutting properties.

This project is scheduled for contract at the October 28 bid opening. The estimated cost is \$2,000,000 which is to be financed as a part of the 1971 State Bond Program.

Please study the contents and, if you approve, forward to the Design Section for their review, comment and return to this office for preparation in final form.

Mainor C. Holmes

Mainor C. Holmes
Office Engineer
County and City Section

MCH:lat

Att.

RECEIVED
COUNTY & CITY SECTION
SEP 10 1971

☐ ENGR.	☒ CGOR.	☒ CE	☐ AE	☐ UE
☐ UPE	☐ CE	☒ RE	☐ RPE	☐

RECEIVED
SEP 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

*What happens to the loop
around 30 mile creek?
Ref'd to Hall to check
& forward to 9-10-71
COX.
9-13-71
To property
owners!?*

GILLIAM COUNTY

CONDON, OREGON



September 8, 1971

COUNTY OFFICIALS

COUNTY JUDGE

James O. Burns
384-2611

COMMISSIONERS

Lester Brooks
Clarence Potter

ASSESSOR

C. L. Kendall
384-3781

CLERK-RECORDER

Marianne Anderson
384-2311

DISTRICT ATTORNEY

William A. Bennett
384-3352

JUSTICES OF THE PEACE

Marvin A. Albee
384-5821 - Condon
William Marshall
454-2923 - Arlington

SHERIFF

Volney Thomas
384-2851

TREASURER

Margaret Grabenhorst
384-2851

Mr. R. B. Arensmeier
Abandonment Engineer
County and City Section - Highway Division
Department of Transportation
405 State Highway Building
Salem, Oregon 97310

Re: Potential Abandonment by State of Portion
Of State Highway--30-Mile Creek Trailfork Exit

Dear Mr. Arensmeier:

This matter was discussed with the members of the County Court and persons directly affected by the abandonment by the State Highway of portion not required at the Trailfork exit near 30-Mile Creek.

This letter confirms that the Court plans to vacate this portion if it is abandoned and returned to the County as we discussed last week.

If you have any additional questions, please write or call me.

Sincerely,

James O. Burns
James O. Burns
Gilliam County Judge

JOB:ma

*ref'd to Hall
9-13-71*

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COUNTY & CITY SECTION							
SEP 9 1971							
☒ ENGR.	☒ COOR.	☒ UPE	☒ RE	☒ RPE	☒ UE		
☐ UPE	☐ CE	☐ RE	☐ RPE	☐ UE			

at Bridge

at Max. Back-
Water
Ave. @ Br.

HYDRAULIC DATA		
	Design Flood	Max. Flood yr. (1964)
Discharge-c.f.s.	9500	9500
Frequency-yrs.		
H.W. Elevation ~~Natural Channel~~	1952 ^o	1952 ^o
H.W. Elevation ~~Channel Change~~	* 1955 [±]	1953 [±]
Velocity-f.p.s.	** 12.3	8.5

NOTE FOR CANALS:

"Design Flood" = Design Flow

"Discharge" = Capacity

* Point of maximum backwater is about 200 feet upstream from bridge. Elevations given are the estimated before and after elevations at that point. Maximum backwater is about 2.1 ft.

** Velocities given are average in section and include flow across flood plain. Maximum velocities anticipated through bridge opening are 15+ fps.

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

CONDON-THIRTYMILE CREEK SECTION

THIRTYMILE CREEK BRIDGE

APPROVED:

BRIDGE ENGINEER

DATE _____ BRIDGE NO. _____

DESIGNED _____

DRAWN _____ DRAWING NO. _____

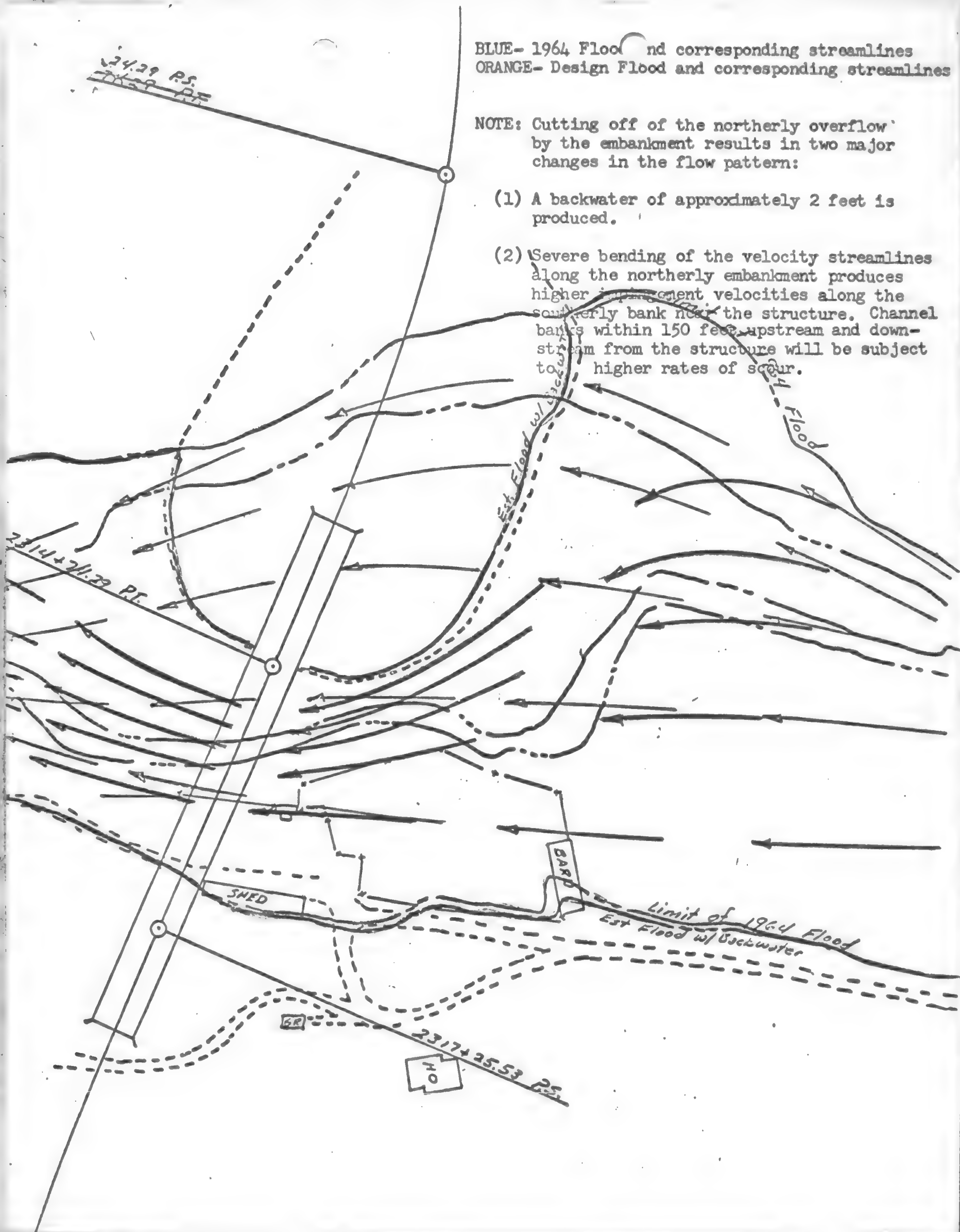
THIRTYMILE CREEK FLOOD PROFILE



BLUE- 1964 Flood and corresponding streamlines
 ORANGE- Design Flood and corresponding streamlines

NOTE: Cutting off of the northerly overflow by the embankment results in two major changes in the flow pattern:

- (1) A backwater of approximately 2 feet is produced.
- (2) Severe bending of the velocity streamlines along the northerly embankment produces higher impingement velocities along the southerly bank near the structure. Channel banks within 150 feet upstream and downstream from the structure will be subject to higher rates of scour.



5

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
August 24, 1971

To: Mr. Frank Hall
Design Engineer

SUBJECT: Access Points
Condon - 30 Mile Section
John Day Highway
Gilliam County

B U I L D I N G

Attention: Mr. George Wills
Chief Locating Engineer

Attached is a copy of a list of road approach locations which will be the basis for appraisal and negotiation on the subject project. This list is being forwarded for whatever use it might be. We will attempt to translate the list into actuality by option agreements.

You will still receive the usual E-300 Form covering option obligations, and any variance from the attached list will appear on the form.

John R. Oakes

John R. Oakes
Assistant Right of Way Engineer

JRO:ph

Attachments

State _____	3	Scott <i>Rounds</i>
A. Olson _____	RECEIVED	Svenson _____
Wills <i>Wills</i>		R. Olson _____
Hawthorn _____		Trout <i>A</i>
2	DESIGN SECTION	Do Not File ☐
T		Keep ☐
		Return To _____
		Other _____

LIASON REPORT

Condon-30 Mile Section
John Day Highway
Gilliam County

ACCESS DETERMINATION

STATION	AS CORRECTED BY DIVISION OFFICE	OWNER	SIDE	ACCESS WIDTH	SURFACE WIDTH	TO BE CONSTRUCTED BY
2062+50 ✓	~~2063+30~~ 46660	Potter	Right	35'	16'	State ✓
2062+50 ✓	~~2063+30~~	Potter	Left	35'	16'	State ✓
2073+50 ✓	46659	City of Condon	Left	35'	16'	State ✓
~~2085+00~~	~~2084+00~~ 2084+50	Shannon 46662	Left	35'	16'	State ✓
~~2087+00~~	~~2083+50~~ 2086+75	Shannon 46663	Right	35'	16'	State ✓
~~2116+00~~	2116+75	Shannon	Left	35'	16'	State ✓
~~2123+50~~	2124+00 ✓	Shannon	Right	35'	16'	State ✓
~~2075+50~~	2075+00	Shannon	Right	35'	16'	Owner ✓
~~2117+00~~	~~2116+00~~	Shannon	Left	35'	16'	State ✓
2128+00 ✓		Shannon	Left	35'	16'	State ✓
~~2123+50~~	2123+40 ✓ 46664	Shaffer	Left	35'	16'	State ✓
2144+00 ✓		Shaffer	Left	35'	16'	State ✓
2202+00 ✓		Shaffer	Right	35'	16'	State ✓
~~2181+50~~	2182+00	Shaffer	Left	35'	16'	State ✓
2173+00 ✓	46665	Myers	Right	35'	16'	Owner ✓
2227+00 ✓	46666	Hardie	Left	35'	16'	State ✓
~~2301+40~~	2305+75	Hardie	Right	35'	16'	State ✓
2319+50 ✓		Hardie	Left	35'	16'	State ✓
2218+00	46667	Shaffer	Left	35'	16'	State ✓

All owners have been told and have agreed to the fact that these access points may be changed in one direction or the other during construction. The map used in making this report was such that exact R/W line determination could not be made. It is my suggestion that the exact points not be stated until after construction. However, the accesses must be in these general areas so as to serve the property. A brief narrative on some of the access points follows:

- 2062+50 -- left. This access will be for the use of livestock only. A vehicular approach should not be constructed.
- 2073+50 -- left. This access is to the City of Condon's solid waste disposal area.
- 2085+00 -- left. I was unable to tell from the map used whether this access is on the City of Condon property or the Shannon property. Regardless, Mr. Shannon must have access to the Easterly portion of his property at this low spot in the hills.
- 2217+00 -- left. Mr. Shaffer has the right per 1953 agreement to have access to his Easterly lands through this state property. This must be continued as it is the only way he can get into a portion of his Easterly property.

APPROVED:

Frank L. Hall
Design Engineer

Verne C. Allen
Liaison Agent

John R. Ocker
Right of Way Engineer

W. S. Cantle
Regional Engineer

Tom Moore
Assistant State Highway Engineer

Salem, Oregon
July 1, 1971

F. B. Klaboe
Asst. State Highway Engineer

Condon-Thirty Mile Section
John Day Highway
Gilliam County

B U I L D I N G

The enclosed sketch map indicates the proposed access route to Leta Hardie's upper fields. I understand that Mr. Edwards will discuss this with the property owners and advise us as to their comments.

Frank L. Hall
Design Engineer
By:

George C. Wills
Chief Locating Engineer

GCW:jf

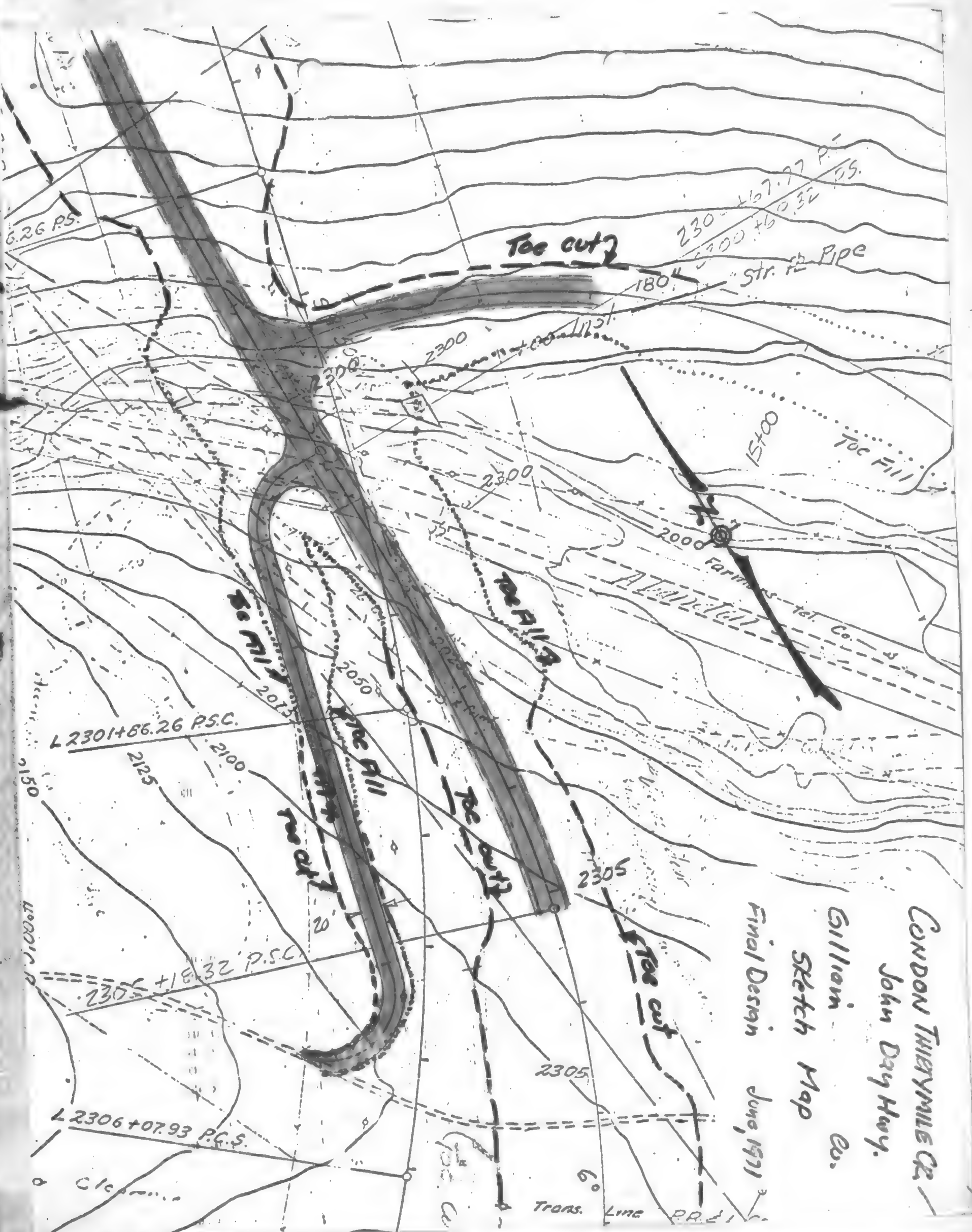
Hall *[initials]*
A. Olson
Wills
Hackleman
Carstensen
Mayer
Terbin

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JUL - 1 1971

DESIGN
SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To _____
Other _____



CORDON TWENTYMILE CR.
John Day Hwy.

Gillman
Co.
Sketch Map

Final Design June, 1971

Trans. Line P.R.



UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 PHONE 378-6511

May 27, 1971

Honorable Jack Jackson, Mayor
City of Condon
Condon, Oregon 97823

RE: Preliminary Information
Condon-Thirtymile Creek Section
John Day Highway
Gilliam County

Dear Sir:

Your verbal request to our Region V office for a map showing our proposed right of way lines in the vicinity of your sewer treatment plant has been referred to this office.

This project is in the location stage and has not progressed to the point of establishing right of way lines. However, we have attached a letter-size sketch map indicating our proposed centerline and toe of slopes through this area. Usually, the right of way lines are established 15 to 20 feet beyond the toe of slope; however, these lines can be adjusted to some extent if it would coordinate better with the City's plans.

You will be furnished a right of way map for this section as soon as it is available. In the meantime, if we can assist you in any way, please contact our Mr. H. M. Fillmore, Regional Utility Engineer, P. O. Box 850, LaGrande, Oregon 97850, Phone 963-3177, or this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By *[Signature]*

T. W. Litchfield
Railroad and Utility Engineer

PGP:fw

Attachment

cc: A. E. Johnson
George C. Williams
H. S. Coulter
H. M. Fillmore

*Bill Simmons of Stevens & Thompson advises new
lagoon being designed 2200' southw. of existing
no apparent interference. / Hines*

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MAY 21 1971

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11-1114
57664

May 18, 1971

Mr. E. R. Fatland
Condon
Oregon

Dear Ernie:

Thank you for your kind letter and I am certainly appreciative of the effort you have expended in doing homework on the Condon-Thirtymile project.

I expect to be in Eastern Oregon during the coming week and will attempt to iron out the problems which you bring up. The fencing, with respect to the water sources, and the cattle pass problem are easily solved. I will attempt to work out some solution to Alex Hardie's access to his crop land.

Wt The Clarno Bridge is scheduled to be constructed with Federal-aid Secondary funds and it will be approximately one year before sufficient funds are available.

I will attempt to contact you as I go through Condon.

Best regards,

Tom Edwards
Deputy State Highway Engineer

TK:ja

bc R. L. Porter
F. B. Klaboe (enc.)
Victor D. Wolfe

E. R. Fatland

CONDON, OREGON

May 13 1971

Tom Edwards, Deputy
State Highway Engineer
State Highway Bldg.
Salem Oregon.

Dear Tom.

I have been slow in acknowledging and thanking you for the mosaic on the Condon-Thirtymile section. The reason is that each of the interested landowners affected have wanted some time to look it over. I do not have it back in my office yet but do have the last of the comment over the phone.

The man most affected, but the most agreeable, is Alex Hardie. If you check the picture you will notice he has a road starting from the bridge and going N.W. crossing your proposed location just back of his house and where I understand you will make your deepest cut. He has a wheat field just a mile up that road from his house. If he can't use this road for any reason, he has to come clear to Condon, then back out through Cooneys and Myers to get to his field. It's 11 miles that way. He will either have to have a passable bridge over your cut or a road around the cut and it will be difficult getting a usable grade for him in any other location. He asked I bring it to your attention.

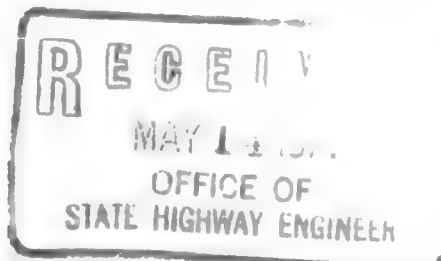
The county has a wooden bridge over the water way from Condon Canyon for the road up to Maddocks and Trail Fork which is in bad repair and should be replaced. Your mosaic does not show where you plan an exit for Trail fork. If you take off north of the bridge over Condon Canyon and stay up on the hillside, this bridge would not be necessary except for Hardie to get to his creek fields. It could be cobbled up enough to take that kind of service.

Adolph Shaffer says his cattle will not go thru nettle culverts and any thing put in the bottom of them so cattle have a footing will wash out. He also noted that the creek channel changes left the water so it could all be used on both sides of the highway so long as you don't fence it out with right of way fences.

Myers, Shannon and Potters have had no complaint just so long as their stock water is not cut off or entrance to it made too steep or difficult for stock to get over in bad weather.

Could you give any kind of prediction on when the Clarno bridge and realignment might be scheduled? There is an increasing interest in travel to Bend Redmond area both for recreation and cattle and feed lot business. The sales yard at Madras is drawing more than passing interest from here. The Bridge and road improvement would make quite a difference.

If I can help in any way you know I am willing to go my best.



NOTED
TOM EDWARDS

Regards

Ernie

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JUN 4 1971

FOR FILING

11-1114

7664

May 17, 1971

Hon. John Q. Jackson, Mayor
City of Condon
City Hall
Condon, Oregon 97823

Dear Mayor Jackson:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 394" adopted by the Highway Commission on May 4, 1971, covering the Condon-Thirtymile Creek Section of the John Day Highway in Gilliam County. This resolution also establishes this section of highway as a "Throughway".

Also attached is a survey design approval map showing the approved route.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

Attachments

May 17, 1971

Gilliam County Court
Courthouse
Condon, Oregon 97823

Gentlemen:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 394" adopted by the Highway Commission on May 4, 1971, covering the Condon-Thirtymile Creek Section of the John Day Highway in Gilliam County. This resolution also establishes this section of highway as a "Throughway".

Also attached is a survey design approval map showing the approved route.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Attachments

HIGHWAY CORRIDOR AND DESIGN RESOLUTION

WHEREAS, the State Highway Commission heretofore authorized and directed the Engineer to study and prepare a route location and highway design for the Condon-Thirtymile Creek Section of the John Day Highway in Gilliam County, and in connection therewith to prepare a map showing the route location and highway design for said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared a map showing the route location and highway design and has submitted the same for the final decision of the Commission; and

WHEREAS, after due consideration of the aforesaid map, field notes and other engineering data submitted by the Engineer and also of the social, economic and environmental effects of the route location and highway design proposed by the Engineer, it is the judgment of the Commission that the route location and highway design for said highway section designated as the Condon-Thirtymile Creek Section of the John Day Highway in Gilliam County should be approved. No hearing was required.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the route location and highway design as shown on the attached Engineer's map of the Condon-Thirtymile Creek Section of the John Day Highway beginning at Highway Engineer's Station 2035+50 just south of Bayard Street in the city of Condon and extending in a southerly direction to Highway Engineer's Station 2345+00 approximately one-half mile south of Thirtymile Creek, which map for identification purposes bears Survey Design Approval Map File No. 1R-4-486 and the date of April, 1971, field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed the same shall be done in accordance with said route location and highway design unless otherwise directed or ordered by the Commission.

May 4, 1971

3. That this approval and adoption of said route location and highway design constitutes and is determined as instructions to the Engineer to prepare and make available to the Right of Way Section all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of said highway section. This approval and adoption shall also constitute authority for the Right of Way Section to proceed promptly with acquisition of the necessary rights of way pursuant to the route location and highway design approved hereby.

4. That the Condon-Thirtymile Creek Section of the John Day Highway in Gilliam County hereinbefore described, is hereby selected, designated and established as a "Throughway" within the meaning and purpose of ORS 374.005 through ORS 374.095 commonly known as the "Throughway Law," and for reasons stated therein, it is hereby directed that the construction or future relocation of the above-mentioned section of highway shall be accomplished pursuant to and within the meaning and scope of said law with limited access control.

5. That this resolution be entered in the minutes and records of the Commission as of the 4th day of May, 1971, as "Highway Corridor and Design Resolution No. 394."

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APR 23 1971

FOR FILING

11-1114
7664

April 22, 1971

Oregon State Highway Commission

Gentlemen:

The survey on the Candon-Thirtymile Creek Section of the John Day Highway in Gilliam County has been completed. This project, listed in the second bond issue, is in a rural area and did not require a public hearing or clearinghouse review under State law.

The project is 5.90 miles in length and is estimated to cost \$2,550,000 (\$2,500,000 Construction, \$50,000 Right-of-way).

I recommend the project be let this fall and request authority to acquire the necessary rights-of-way.

This matter will be on the agenda for your consideration at the May 4 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboa
Victor D. Wolfe
Frank L. Hall
L. H. Young
V. E. Skoog
F. D. Morgan
D. H. Moshring
H. S. Coulter

RLP:BLG:ad fn

DRG. NO. 1R-4-486



PUBLIC HEARING	None Required
SYSTEM ACTION	
COUNTY	None Required
STATE HIGHWAY COMMISSION	None Required
BUREAU OF PUBLIC ROADS	None Required
THROUGHWAY RESOLUTION	Required
ACCESS CONTROL	Limited

APPROVED: April 24, 1971

G. M. Edwards
DEPUTY STATE HIGHWAY ENGINEER

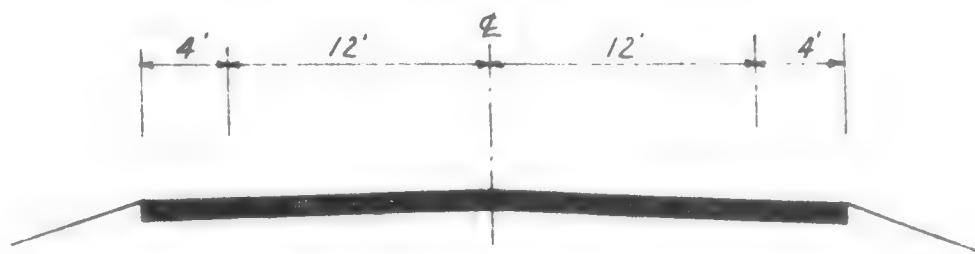
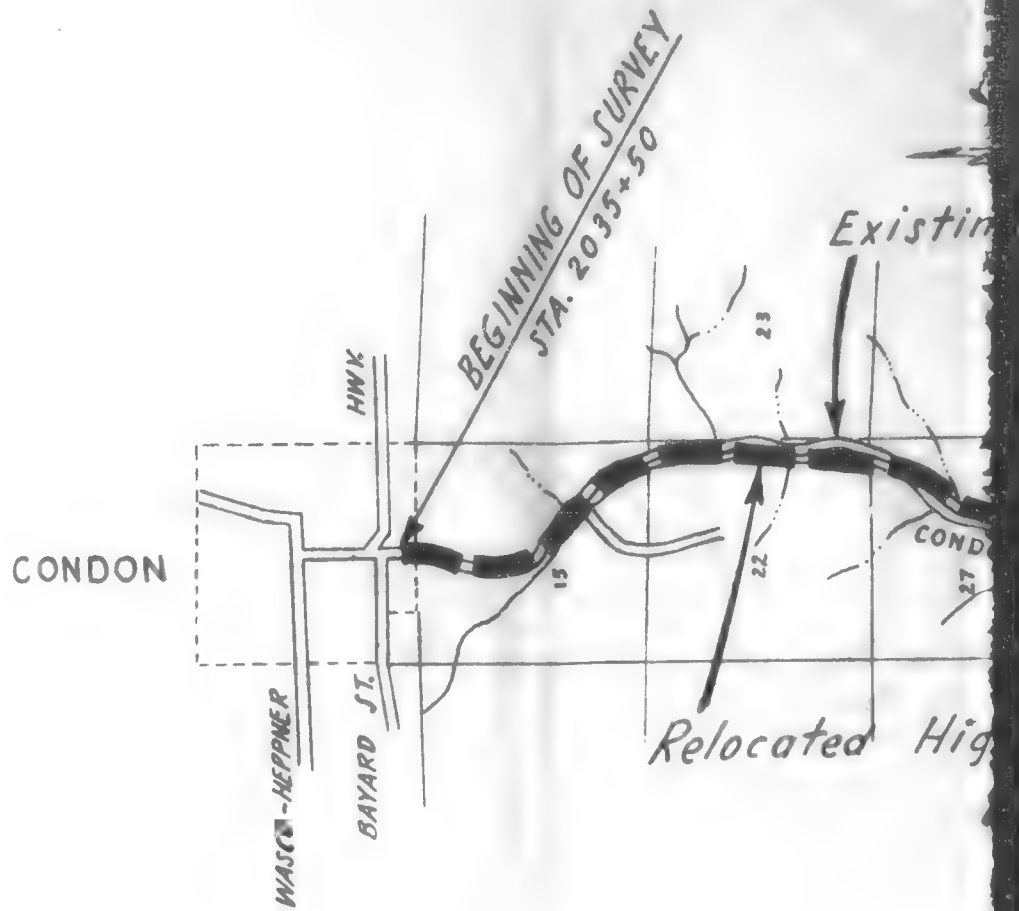
OREGON STATE HIGHWAY DIVISION
SURVEY DESIGN APPROVAL MAP

CONDON-THIRTYMILE CR. SEC.
JOHN DAY HIGHWAY
GILLIAM COUNTY
DRG. NO. 1R-4-486

SCALE: 1" = 1 MI.

DATE: APRIL, 1971

FOR DETAILS SEE DRG. NO.



TYPICAL SECTION

PUBLIC HEARING ...
 SYSTEM ACTION ...
 COUNTY ...
 STATE HIGH ...
 BUREAU OF ...
 THROUGHWAY RESOL ...
 ACCESS CONTROL ...

APPROVED: *[Signature]*

5.90 Mi.

FILE: 11-111-1
MAR 20 1971

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 1

FOR FILE
11-111-1
11-111-1

Section: Condon - Thirty Mile Creek
Highway: John Day (F.A.R. 6)
County: Gilliam
Prefix: 11-1457

Res. Engr. _____
Approx. Length 6.0± mi.
Sta. 2035± to Sta. 2343±
Date 3-22-71

Mean Truck A.D.T. 58
Traffic Coefficient 6.9
18 kip s. a. per day 13.6

Annual Precipitation 16"±
Frost Penetration 30"±
CBE Total Requirement 22.5

(1)

Typical Soil

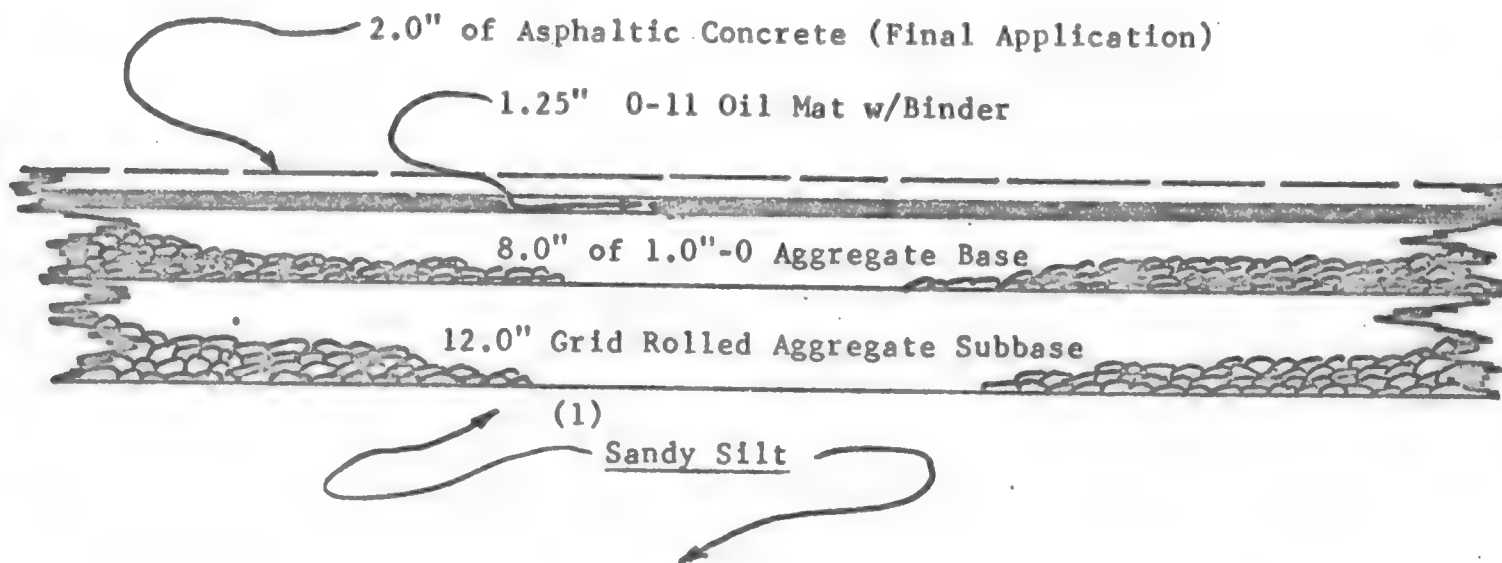
26 LL
2 PI
100 %P 10
86 %P 200
0 % Gravel
1 % C Sand
13 % F Sand
71 % Silt
15 % Clay
7 R Value
A-4 AASHO Classif.

Materials Source:

See remarks on Page 2.

Credit	Actual Thick.	Component
4.0	2.0	A.C. (F)
1.5	1.25	0-11
8.0	8.0	1.0"-0 A.B.
9.0	12.0	G.R.A.S.
22.5	23.25	

STRUCTURAL SECTION



F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

NOTED
F. B. KLABOE

Submitted by C. J. [Signature]
Base Design Engineer
Recommended by John C. [Signature]
Engineer of Materials and Research
Recommended by W. H. [Signature]
Asst. Program and Planning Engineer
Approved by F. B. Klaboe
Asst. State Highway Engineer

SECTION: Condon - Thirty Mile CreekHIGHWAY: John DayCOUNTY: Gilliam**"OTHER ROADS"**

Traffic Coefficient	0-11 XXXX Wearing Surface	1.0"-0 XXXXX Aggregate Base	Aggregate Base	A.S.	"CBE" Total Requirement	Actual Thickness
(4.8 - 6.0) (County Road)	1.25"	2.0		12.0"	16.0"	15.25"

Remarks:

A State-owned Quarry (IR-5-360) is located about Station 2206. A possible source (not sampled) is about Station 2285± - 2288±.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete	=	2.0 "	Crushed Base
1.0" Plant Mix Bituminous Base	=	1.8 "	Crushed Base
1.0" Cement Treated Base	=	1.8 "	Crushed Base
1.0" Oil Mat	=	1.1 "	Crushed Base
1.0" Stone Subbase	=	0.75"	Crushed Base
1.0" Lime Treated Subgrade	=	--- "	Crushed Base

Above factors apply to materials that comply with Standard Specifications, ~~and Special Provisions.~~ and Special Provisions.

TRAFFIC ANALYSISSECTION: Condon - Thirty Mile CreekHIGHWAY: John DayCOUNTY: Gilliam400 Present ADT (1971)10.5 Percent Trucks

<u>AXLES</u>	<u>TWO WAY TRUCK ADT</u>	<u>EXPANSION FACTOR</u>	<u>TOTAL TADT</u>	<u>MEAN TADT</u>	<u>ONE WAY EWL</u>	<u>AVERAGE ANNUAL EWL</u>
2	<u>30</u>	<u>1.7</u>	<u>51</u>	<u>41</u>	450	<u>18,450</u>
3	<u>2</u>	<u>1.7</u>	<u>3</u>	<u>3</u>	1000	<u>3,000</u>
4	<u>2</u>	<u>1.7</u>	<u>3</u>	<u>3</u>	1250	<u>3,750</u>
5	<u>8</u>	<u>1.7</u>	<u>14</u>	<u>11</u>	3180	<u>34,980</u>
6	<u>--</u>	<u>---</u>	<u>--</u>	<u>--</u>	2570	<u>- - -</u>
				<u>58</u> TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 60,180TWENTY YEAR EWL 1,203,600TRAFFIC COEFFICIENT 6.9

SECTION: Condon - Thirty Mile Creek

HIGHWAY: John Day

COUNTY: Gilliam

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
Remarks: _____
5. Cost Comparisons: See Page 5

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Adequate material sources are available
10. Stimulation of Competition: Traffic does not warrant the use of C.R.P.C.C. See Page 5.
11. Construction Consideration: Not a problem on this project
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

The paving type selected is based on economic considerations.

See Page 5.

Condon - Thirty Mile Creek

John Day Hwy. #5

Gilliam County

Unit prices were obtained from A. D. Bollinger, Cost Analyst, for this area and are listed below:

Class B Asphaltic Concrete	\$9.55 per ton
Emulsion Treated Wearing Surface	9.40 per ton
0-11 Oil Mat	0.58 per sq. yd.
Aggregate Level	5.00 per cu. yd.
Aggregate Base (1.0"-0)	4.75 per cu. yd.
Grid Rolled Aggregate Subbase	2.00 per cu. yd.

Three sections of comparable strength were considered in the following per square yard cost comparison:

1.25" 0-11	3.5" A.C.	2.0" E.T.W.S.
8.0" 1.0"-0 A.B.	6.0" 1.0"-0 A.B.	8.0" 1.0"-0 A.B.
12.0" G.R.A.S.	7.0" G.R.A.S.	10.0" G.R.A.S.
<u>\$2.82</u>	<u>\$3.44</u>	<u>\$3.16</u>

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1970

To: MEMO TO THE FILE

SUBJECT: Condon-Thirtymile Section
John Day Highway
Gilliam County

Subject project was reviewed with Tom Edwards and F. B. Klaboe this date and the following recommendations were made: High structure over Thirtymile should be lengthened to south side of creek to provide access between ranch headquarters and outbuildings. Southerly approach fill should not encroach on flood plain.

Cut slopes in dice rock in lower Condon Canyon should be as near vertical as possible and these sections should include a fallout.

Base construction should be of grid rolled base (from dice rock) with crushed aggregate not to exceed 8" and pared with 3" AC.

Alignment should be studied with object of economical construction and reasonable stage construction.

Efforts should be directed to obtain a project for full limits of survey with available financing.

Excavation should not be undertaken until after harvest and grain has been moved to storage.

FRANK L. HALL
Design Engineer

By

George C. Wills
GEORGE C. WILLS
Chief Locating Engineer

GCW:jg

cc: Tom Edwards
F. B. Klaboe
Frank Terpin
Clarence Gregg
H. S. Coulter

E. R. Fatland

CONDON, OREGON

December 16 1970

Tom Edwards
Assistant State Highway Engineer
State Highway Bldg
Salem Oregon.

Dear Tom:

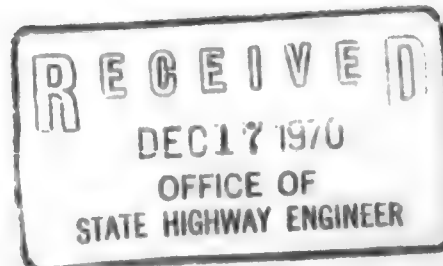
Whenever maps are available on the proposed construction from Thirty Mile Creek Toward Condon, I would greatly appreciate a copy.

There are three farm access roads used every day and several that are used during the farm season only. In addition there is pasture land that must have access to water for their livestock. A stream runs down the canyon year around and there are several springs that might possibly be disturbed. One item that has become increasingly important is the hunting traffic during the season. Of course there is other traffic such as school busses and mail that have a schedule to meet that should have some consideration. I know these problems come up on every job so far as you are concerned but on this particular job the local people come to me with the troubles or fears and I want to be as helpful as I can to both the residents and the commission.

I am very appreciative of the consideration the Commission has accorded Gilliam County in this award and wish to be as helpful as I can in seeing ~~seeing~~ there is a minimum of problems.

Very truly yours

E. R. Fatland
E. R. Fatland



RECEIVED
DEC 21 1970

FOR FILING

HW 1114
7664

December 17, 1970

Mr. E. R. Fatland
Condon
Oregon 97823

Dear Ernie:

Thank you for your note concerning the access
problems in Condon Canyon.

We will have a set of plans developed very shortly
and they will be forwarded to you as quickly as they are
approved.

Best regards,

Tom Edwards
Deputy State Highway Engineer

TE:ja

cc R. L. Porter
F. B. Klaboe (enc.)
Victor D. Wolfe

DEC 14 1970

11-1114
7664

December 10, 1970

Mr. Ferman Warnock
Superintendent of Schools
Condon, Oregon

Dear Mr. Warnock:

It has come to my attention that there is concern on the part of the people in the Condon area that the proposed reconstruction project from Condon to Thirtymile Creek may require encroachment on the high school athletic field.

You may rest assured that this is emphatically not the case. You may proceed with such improvements as may be in the best interests of the school district, with the assurance that they will not be disturbed.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards *ja.*
Deputy State Highway Engineer

TE:ja

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Frank Hall



NOV 2 - 1970

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

October 28, 1970

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
JOHN P. AMACHER, Vice Chairman
DAN CALLAGHAN, Member
J. PAT METKE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

State Highway Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

We have reviewed the preliminary plan sheets for the following projects sent with your letter of September 30, 1970.

cc's sent 10-30-70

F. B. Klaboe
L. H. Young
W. J. Hart (3)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (3)
J. F. Putnam (2)
H. S. Coulter (4)

1. South Unit, Condon-Thirtymile Creek Section
John Day Highway, Gilliam County
2. Forest Boundary-Little Beech Creek Section
Pendleton-John Day Highway, Grant County
3. Crane Creek Road-Cogswell Creek Section
Fremont Highway, Lake County

Field reports on these projects indicate that there will be no conflict with wildlife resources, so the projects are approved.

We appreciate the opportunity to comment.

Very truly yours,

R. O. Koski
R. O. Koski
Fishery Staff Specialist

ROK:js

_____ Hall
_____ Olson
_____ Wills
_____ Mackman
_____ Carstensen
_____ Hayes
_____ Terpin
_____ Smith

RECEIVED

OCT 29 1970

DESIGN
SECTION

_____ Scott
_____ Swenson
_____ R. Olson
_____ Trout
Do Not File ☐
Keep ☐
Return To _____
Other _____

RECEIVED
OCT 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

October 20, 1970

To: Mr. William H. Tebeau
Preliminary Studies Engineer

SUBJECT: Condon-Thirtymile Creek Sect.
Hydraulics Report

See 9-1-71

Dear Sir,

Presented for your approval is a copy of the Hydrology/
Hydraulics Report on Condon-Thirtymile Creek Section of State High-
way 19 (John Day Highway).

Richard L. Lenz
Hydraulics Engineer

by

Stephen H. Macnab
Hydrologist

sm:SHM

Approved *10/20/70*
W. H. Tebeau
Preliminary Studies Section

1 Hall *H*
A. Olson
Wills
Hackleman
Cerstensen
May
2 Terpin *Keep*
Carr

RECEIVED

OCT 21 1970

DESIGN
SECTION

Seen
Swenson
R. Olsen
Trout *4*
Do Not File ☐
Keep ☐
Return To
Other

HYDROLOGY AND HYDRAULICS REPORT
1964 CHRISTMAS FLOOD

COMPLETE COMPILATION OF DRAINAGE REQUIREMENTS

CONDON-THIRTYMILE CREEK SECTION
GILLIAM COUNTY

Presented by: Preliminary Studies Unit
Hydraulics Section
October 15, 1970



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PURPOSE AND SCOPE

Condon-Thirtymile Creek Section was field located in 1961 and at that time Mr. John C. Jenkins prepared a hydraulics report on the drainage requirements based on the 1925 flood which was the largest to that date. Because the 1964 Christmas flood was larger than Mr. Jenkin's design flood, a further hydraulics investigation was considered necessary to determine the drainage facilities needed to handle it.

At the request of the Design Section, a comprehensive study of the 1964 flood was initiated which included a field investigation of the three major drainage basins involved in the highway location: (1) Condon Canyon, (2) Thirtymile Creek, and (3) Patill Canyon. Special effort was made to contact local residents and maintenance personnel to determine flood conditions in the area. Our best source of first-hand information was Mr. Oscar Rippee, a recently retired maintenance man, who was working in the canyon during the peak runoff. Without his detailed account of the flood, most of the information in this report could not have been presented. Flood photographs, some of which are included in the report, were obtained from several residents who were generous enough to lend them to us. It should be noted that the information obtained from Mr. Rippee was substantiated by these photographs.

HYDROLOGY

Condon Canyon is located in the north-central section of the state. The primary land uses are grain production and livestock grazing (typical dry land farming). Winter and spring storms do not usually cause severe flooding such as that experienced during December of 1964; severe flooding usually results from high intensity rainstorms which occur during the summer months.

1964 Flood - Chronology

The 1964 flood in the Condon area, as in most other sections of the state, was the result of an unusual sequence of meteorological events. The peak discharge in Condon Canyon occurred between 8:00 and 9:00 a.m. on December 22, 1964; however, the meteorological events culminating in the flood began on December 16, 1964.

December 16th through December 19th

The minimum daily temperature dropped suddenly from 28°F on December 15th to a -12°F on December 17th; low temperatures (all below zero degrees) continued until December 20th when the minimum daily temperature increased to 27°F. A light snowfall during this same period resulted in approximately 2-3 inches of ground snow. This combination of low temperatures and snow cover resulted in frozen ground with an insulative layer to prevent rapid thawing.

December 20th

The temperatures this day increased substantially over the temperatures for the previous three-day period but they still remained near 32°F, and no marked thawing resulted. A heavy snowfall occurred adding 4-6 inches of fresh, dry snow to that which had already accumulated.

December 21st

The daily temperatures increased to a maximum of 45°F and initiated slow melting of the dry snow. This tended to increase the moisture content of the snow so very little runoff resulted. There was only a minor amount of rainfall during the daylight hours but at about 9:00 p.m.

the steady rains started; they were of low intensity and long duration and occurred sporadically during the night. Snow on the ground was becoming saturated but there was, as yet, only minor runoff occurring.

December 22nd

The rainfall which had started during the evening of December 21st continued during the early hours of the 22nd. By 6:00 a.m. the snow had become saturated (Mr. Rippee described this condition by saying that the wheat fields looked like a large lake). The resulting runoff from the saturated snow and continued rainfall was fast and intense (an estimated direct runoff of 0.25 inch from these two sources).

December 23rd

The storm was over by this time with only lightly scattered showers occurring. The sky was intermittently clear as could be seen from color photographs taken by residents.

Drainage Basin Characteristics

Condon Canyon has several tributary canyons ranging in size from 0.1 square mile to 4.4 square miles. Because of the difference in size and shape of these tributary basins, the time required for individual peak flows to reach the canyon varied from several minutes to a few hours. Peak flow in the canyon was determined by use of synthetic flood hydrographs for each large sub-basin and a simplified flood-routing procedure in which channel storage was assumed to be zero; this is not entirely valid since several channel reaches have storage capability which would tend to reduce the peak

flow. Figure I in the Appendix is a graphic representation of the 1964 flood runoff from which a discharge can be determined for any given stationing.

The meteorological events stated previously are assumed to be similar for the job vicinity; therefore, it will not be necessary to provide additional hydrologic data for Thirtymile Creek and Patill Canyon. It should be noted that the resultant peak discharge for the 1964 flood was less in Patill Canyon than in Condon Canyon because of the shape and slope of its drainage basin even though the total area is somewhat larger.

PART I CONDON CANYON

Runoff and Flood Damage

The peak discharge on Condon Canyon was not extremely large but caused extensive damage to both the channel and the highway embankments because of the steep channel slope. Flood photographs included in this report show the destruction caused by the flood waters.

Station-by-Station Damage to Existing Highway

Damage to the existing highway varied in degree from minor scour of the shoulders to the complete erosion of entire roadway sections. The descriptions given below together with the accompanying flood photographs in the Appendix show the extent of the damage. It should be noted that the highway sections with the greatest damage are those in direct line of the main water current. If there had been sufficient bank protection at these critical points of impingement the extent of damage probably would have been minor.

Stations 2146 to 2151 (See Photograph)

One-half of the roadway section washed out.

Stations 2160 to 2162 (See Photograph)

Embankment was made of poor material which became saturated and caved in. A French drain was installed by maintenance during reconstruction.

Stations 2228 to 2229+50

Shoulder was washed out.

Stations 2239 to 2244

One-half of the roadway section was washed out.

Stations 2249 to 2250

Scoured to the edge of oil.

Stations 2266 to 2270 (See Photographs)

Washed to the edge of oil.

Stations 2280 to 2286 (See Photographs)

Entire roadway section was washed out.

Stations 2293 to 2295

Entire roadway section was washed out.

Station 2299 (See Photograph)

Scoured behind upstream wing wall and destroyed part of the roadway.

Recommendations on the channel changes and drainage structures in this section of the project are presented later in the report.

PART II THIRTYMILE CREEK

Runoff and Flood Damage

Mr. Rippee observed what he believed to be the peak flow in Thirtymile Creek at approximately 7:30 to 8:00 a.m. on December 22, 1964.

Figure II in the Appendix shows a cross section of the existing highway bridge and the resultant backwater caused by it. The total flood discharge was estimated by combining the flow under the structure with the flow over the roadway section to the south.

The high-water elevation at the proposed crossing site was 1,951.5 feet. At this elevation water flows in two significant channels: (1) the main creek channel, and (2) an overflow channel to the north. The conveyance through this section is split with about 7,500 cfs in the main channel and 2,000 cfs through the primary overflow area.

During the flood Mr. Hardie, owner of the land at the proposed crossing, lost several stock pens and pieces of equipment; flood waters threatened to inundate his livestock barn before receding. A bridge which does not span the entire channel and flood plain area will produce backwater which could cause greater damage to Mr. Hardie's property than he experienced during the 1964 flood. It is not practical to span the entire area; therefore, some backwater will have to be tolerated in the design. An arbitrary maximum backwater was assumed and a channel bottom width determined. Detailed recommendations for this crossing will be presented later in the report.

PART III PATILL CANYON

Runoff and Flood Damage

The last part of this highway section involves two channel changes in Patill Canyon. Mr. Jenkins had sized these two channel changes along with those on the new highway section which was completed about six months before the flood; with the exception of minor scour to a few embankment slopes, the newly constructed channel changes weathered the flood very well. We observed the channel changes and culverts in this new section and with the help of Mr. Rippee, were able to determine how they operated under actual flooding conditions. The design discharges for the two channel changes to be constructed were determined from information obtained on the existing installations.

Observations Made of the New Facilities

With the exception of only a few small eroded highway sections, this entire unit was almost devoid of flood damage; however, the highway shoulders were undercut in almost all instances -- the result of insufficient slope protection. None of the channel changes were damaged to any extent and the back slopes did not appear to have been undercut in any way.

Two large arch pipes (13'-5" x 9'-5") at the lower end of the canyon operated with a headwater at or near the crown. The downstream pipe is silted in with about 1-1 1/2 feet of mud and rocks, while the upstream culvert is clean and operating efficiently. There is an explanation why the downstream pipe silted in: This culvert makes a sharp angle with the channel change (45°) and the outside wing wall on which the water should impinge before entering the

pipe is too short, causing the water to impinge against the natural channel banks resulting in bank erosion (the eroded material was carried into the pipe and deposited).

DESIGN CONSIDERATIONS FOR DRAINAGE FACILITIES

Bases for Sizing of the Culverts and Channel Changes

The existing channel conveyed flood waters at depths varying from four feet at the upper end of Condon Canyon to 5-6 feet at the lower end. A flow depth range of 3.0 to 3.5 feet in the upper canyon and 4.0 to 5.0 feet in the lower canyon was used for the purposes of sizing the channel changes; as the channels become stabilized and vegetation begins to grow in them, these water depths should increase. Velocities in excess of 10 fps can be expected because of the channel grades required and the use of riprap is suggested where erodible soils are encountered.

It is not economical to design culverts with headwater depths equal to the flow depths listed above for channels; therefore, headwater depths of 0.8 the culvert diameter (not to exceed 8 feet) were assumed to govern the culvert size. There are several culverts given in the following list of recommendations which have headwater depths in excess of the 8-foot limit; these installations should be avoided if possible.

Riprap is suggested at the inlets and outlets to all pipes since scour at these points could occur. In most instances, the outlet velocities are estimated to be between 15 and 20 fps. Upstream wing walls should be of sufficient length and height to prevent scour of the natural channel banks resulting from direct impingement of the main current.

SUGGESTED DRAINAGE INSTALLATIONS
CONDON CANYON

Center Line Station	Flow Q, cfs	Slope ft/ft	Channel Size (ft.)	Culvert Size	Head- water (ft.)	Flow Velocity (fps)
2045 to 2046	120	0.04	9			7.3
2047+70	20	0.01		30-inch CMP	2.5	5.0
2063+50	140	0.038		72-inch CMP 5'x6' RCBC	5.1 4.5	7.5
2073+80	485	0.02		108-inch CMP 12'-4"x7'-9" ATCMP 9'x8' RCBC	8.0 6.2 7.0	20.0
2075 to 2076	485	0.04	9			13.2
2084	485	0.02		108-inch CMP 12'-4"x7'-9" ATCMP 9'x8' RCBC	8.0 6.2 7.0	20.0
2084+50	160	0.0245		72-inch CMP	5.2	12
2092 to 2097	552	0.027	12			12
2094	30	0.10		36-inch CMP	2.8	14
2098+50	9	0.97		24-inch CMP	1.7	10
2101 to 2106	552	0.019	12			10
2104+80	552	0.020		120-inch CMP 13'-3"x9'-4" ATCMP 13'-5"x8'-5" ATCMP 10'x9' RCBC	8.3 7.2 6.5 7.1	21
2113 to 2122	552	0.02	12			10
2115+80	552	0.02		120-inch CMP 13'-3"x9'-4" ATCMP 13'-5"x8'-5" ATCMP 10'x9' RCBC	8.3 7.2 6.5 7.1	19
2123+50	104	0.0255		72"x44" ATCMP 7'x3.5' RCBC	4.2 2.9	6
2128 to 2130	594	0.02	12			11

SUGGESTED DRAINAGE INSTALLATION
CONDON CANYON

Center Line Station	Flow Q, cfs	Slope ft/ft	Channel Size (ft.)	Culvert Size	Head- water (ft.)	Flow Velocity (fps)
2129+30	594	0.020		120-inch CMP 13'-3"x9'-4" ATCMP 13'-5"x8'-5" ATCMP 10'x9' RCBC	8.7 7.4 6.7 7.3	22
2135 to 2136+50	594	0.0133	12			9
2135+50	594	0.02		120-inch CMP 13'-3"x9'-4" ATCMP 13'-5"x8'-5" ATCMP 10'x9' RCBC	8.7 7.4 6.7 7.3	22
2144 to 2146	594	0.02	12			11
2144+20	594	0.021		120-inch CMP 13'-3"x9'-4" ATCMP 13'-5"x8'-5" ATCMP 10'x9' RCBC	8.7 7.4 6.7 7.3	21
2153 to 2158	594	0.035	12			12
2155	15	0.10		30-inch CMP	2.0	12
2160 to 2169	594	0.026	12			11
2170+50	45	0.0162		48-inch CMP	3.2	7
2175	594	0.020		120-inch CMP 13'-3"x9'-4" ATCMP 13'-5"x8'-5" ATCMP 10'x9' RCBC	8.7 7.4 6.7 7.3	22
2175 to 2188	594	0.032	12			12
2182 to 2187	594	0.025	12			11
2185	60	0.01		54-inch CMP	3.5	
2187	594	0.025		120-inch CMP 13'-3"x9'-4" ATCMP 13'-5"x8'-5" ATCMP 10'x9' RCBC	8.7 7.4 6.7 7.3	22
2187 to 2189	619	0.025	12			11
2195 to 2200	619	0.03	12			12

SUGGESTED DRAINAGE INSTALLATIONS
CONDON CANYON

Center Line Station	Flow Q, cfs	Slope ft/ft	Channel Size (ft.)	Culvert Size	Head- water (ft.)	Flow Velocity (fps)
2204	619	0.02		126-inch CMP 13'-3"x9'-4" ATCMP 10'x9' RCBC	8.9 7.5 7.4	22
2204 to 2215	619	0.025	12			11
2217+50	332	0.05		96-inch CMP 7'x8' RCBC	6.8 6.4	20 24
2225 to 2229	760	0.022	16			10
2226+50	35	0.10		42-inch CMP	2.9	14
2234 to 2236	760	0.022	16			11
2236+50	10	0.049		24-inch CMP	1.8	8
2243				Delete Pipe		
2241 to 2244	760	0.029	16			12
2249 to 2252	760	0.030	16			12
2250+50	27	0.098		36-inch CMP	2.7	13
2253 to 2260	1550	0.02	24			11
2260+50	1550	0.02		180-inch CMP 18'-9"x12'-2" ATCMP Dbl. 11'x10' RCBC	12.0 9.6 8.0	22
2261 to 2262	1550	0.052	24			17
2262 to 2266	1550	0.029	24			12
2269 to 2270	1550	0.02		180-inch CMP 18'-9"x12'-2" ATCMP Dbl. 11'x10' RCBC	12.0 9.6 8.0	22
2270 to 2275	1550	0.03	24			14
2279 to 2286	1550	0.02	24			15
2295 to 2298	1665	0.025	24			15
2298	1665	0.035		180-inch CMP 18'-9"x12'-2" ATCMP Dbl. 12'x10' RCBC	13.0 10.2 8.0	28

SUGGESTED DRAINAGE INSTALLATIONS
PATILL CANYON

Center Line Station	Flow Q, cfs	Slope ft/ft	Channel Size (ft.)	Culvert Size	Head- water (ft.)	Flow Velocity (fps)
30 Mile Cr. to 2370	1380	0.02	24			12

SUGGESTIONS FOR RIPRAP IN CHANNELS

Height of Riprap

Riprap heights in outlet channels and channel reaches without culverts should be 2-3 feet above the calculated channel flow depth. Culvert inlet channels should be riprapped to an elevation of 2-3 feet above the headwater elevation at the culvert.

Filter Blanket

A filter blanket is suggested where the embankments or channel cutbanks consist of fine grained soils.

Class 700 Riprap - Three Feet Thick

Class 700 riprap is suggested for all straight channel sections and at culvert inlets (assuming the outside wing wall for each culvert is of sufficient length to take the direct force of the current).

Class 2000 Riprap - 4.5 Feet Thick

Class 2000 riprap should be placed along the embankments for a distance of 50 feet upstream from all channel changes to prevent erosion of the embankments at these points. This size should, also, be used at the outlet of culverts where the channel makes a sharp angle and at the inlet of culverts if the wing walls are not of sufficient length to protect the channel bank.

Note: All riprap should be placed such that the specified channel bottom width is open from toe of riprap to toe of riprap.

Bases for Sizing of the Thirtymile Creek Channel

As mentioned earlier a structure which spans the entire channel and flood plain area would be required if there is to be no backwater; however, since the high fill in this section would result in an extremely long structure for even a small channel opening, complete spanning of the area would not be feasible. It was found from backwater computations that a 75-foot skewed width would be the minimum possible opening because of the high flow-through velocities of 18 to 20 fps. Velocities of this magnitude could cause new erosion to the downstream channel and adjacent lands.

It should be pointed out that a 75-foot skewed opening (approximately 35°) is to be between fill slopes where they catch on natural ground and not on a 75-foot wide excavated channel. Riprap should be incorporated into the toe of each embankment to leave a full 75-foot skewed width; because of the high flow-through velocities a riprap size of class 2,000 is suggested.

A flowage easement is suggested to protect the state against possible litigation resulting from possible flood damage caused to lands on both sides of our structure. It is also suggested that Mr. Hardie's buildings subject to flooding as a result of our constriction of the flood plain be raised sufficiently so as not to be inundated during a flood of the design magnitude or less.

HYDRAULIC DATA		
	Design Flood	Max. Flood yr. (1964)
Discharge-cfs.	9,500	9,500
Frequency-yrs.	50+	50+
H.W. Elevation Natural Channel	1951 ±	1951 ±
H.W. Elevation Channel Change	1,954 ←	(back water)
Velocity-f.p.s.	18 ±	12-13

NOTE FOR CANALS:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

Thirtymile Creek Bridge

APPROVED:

(15)

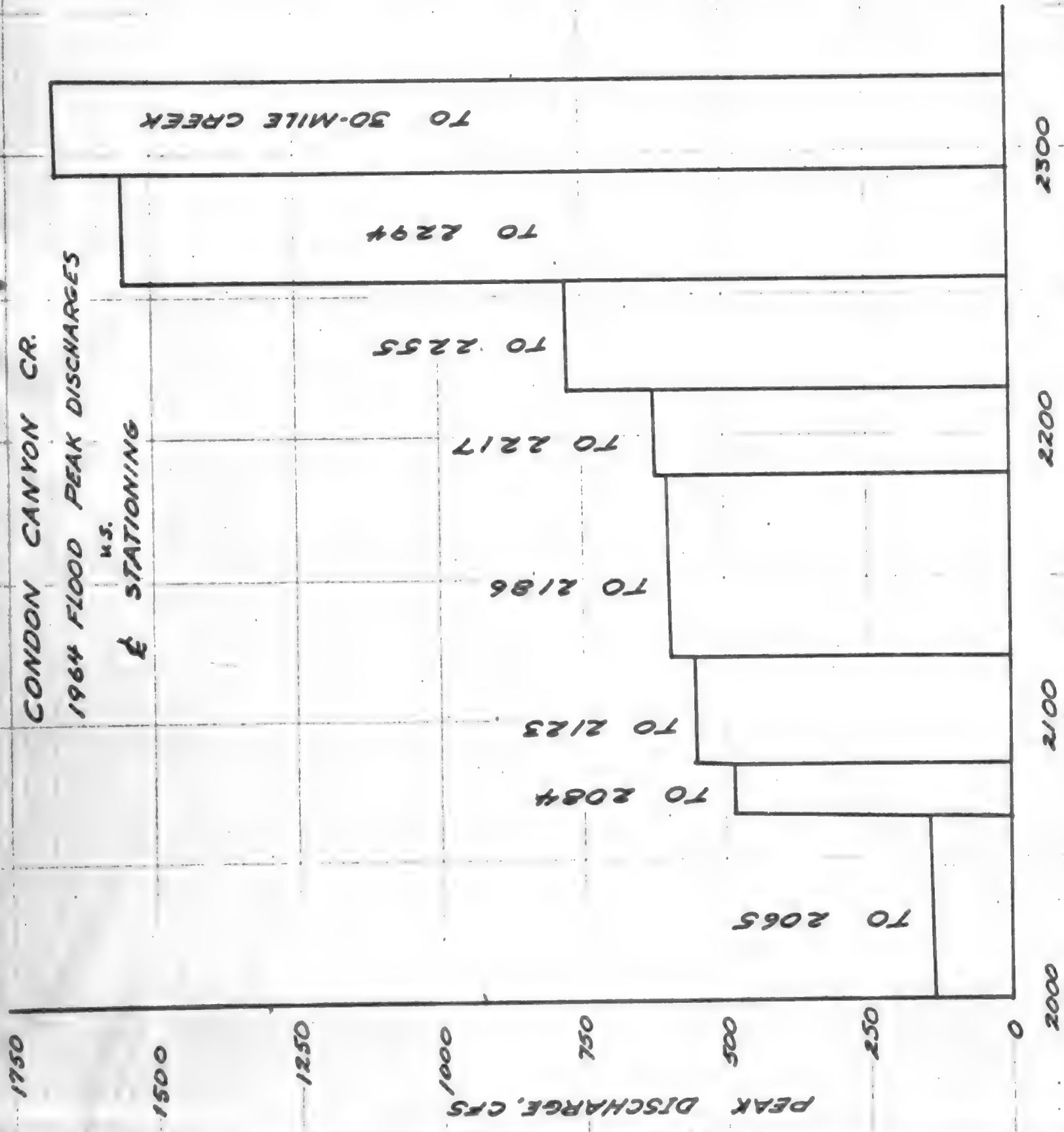
BRIDGE ENGINEER

DATE _____ BRIDGE NO. _____

DESIGNED _____

DRAWN _____ DRAWING NO. _____

APPENDIX



STATION
FIGURE I

1964 High Water (1270.5)

Profile } High side
super

Bottom of
conc. beam

Thirtymile
Creek

Existing Highway at Thirtymile Creek

Under
1964 Flood Conditions

Estimated Flow

Bridge = 6,950 cfs

Highway = 2,550 cfs

total = 9,500 cfs

1964 Highwater (1270.5)

bottom of beam
elev 1264.8 ft

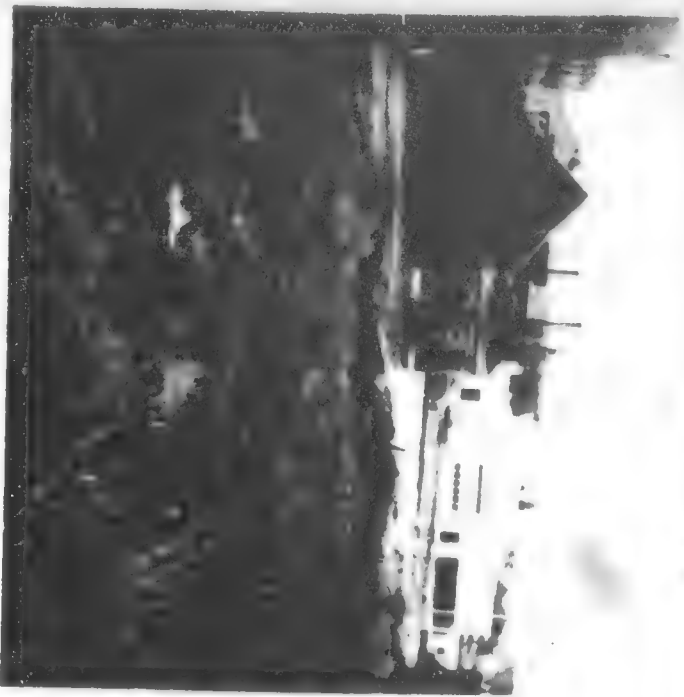
1964 Highwater

streambed elev 1254.8

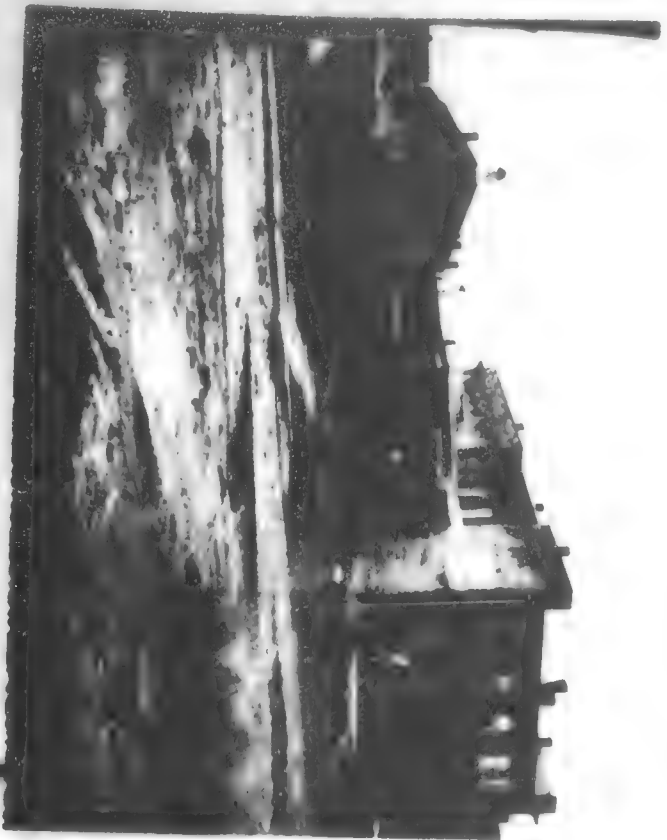
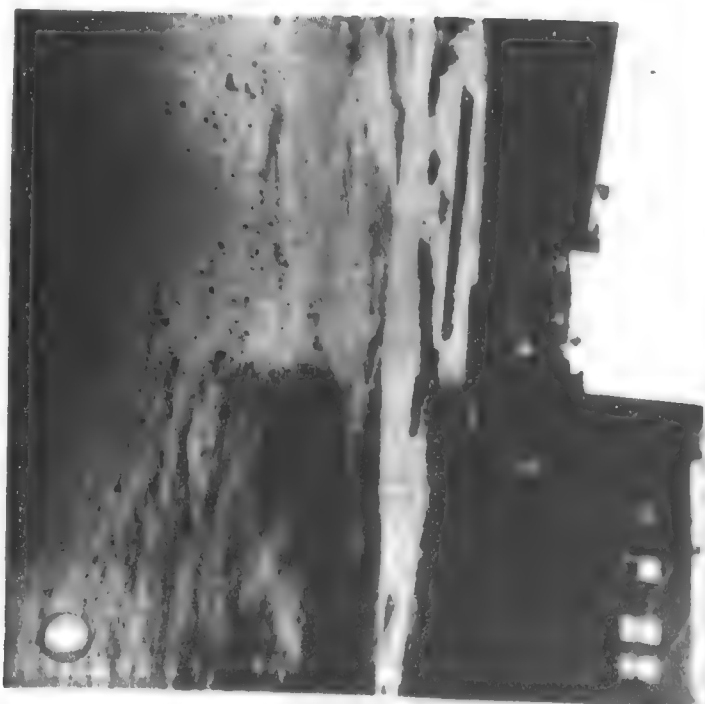
Streambed

Scale Horiz. 1" = 50 ft
Vert. 1" = 10 ft

FIGURE II



1964 Flood photos taken in Condon on Dec 22



1964 flood photo match at station 2084



(19)

1964 Flood photo and match at sta 2/5123
water depth $\approx$ 40 feet (looking upstream)



Station 2123

Crest Stage Gage Q=104cfs

JAN 65



Tributary Flow → into main creek

Taken at 9:30 am 1 1/2 hrs after peak



Crest Gage

Take 1 to 2 days after flood



Looking downstream

Taken 9-70 (match to upper right)
(21)

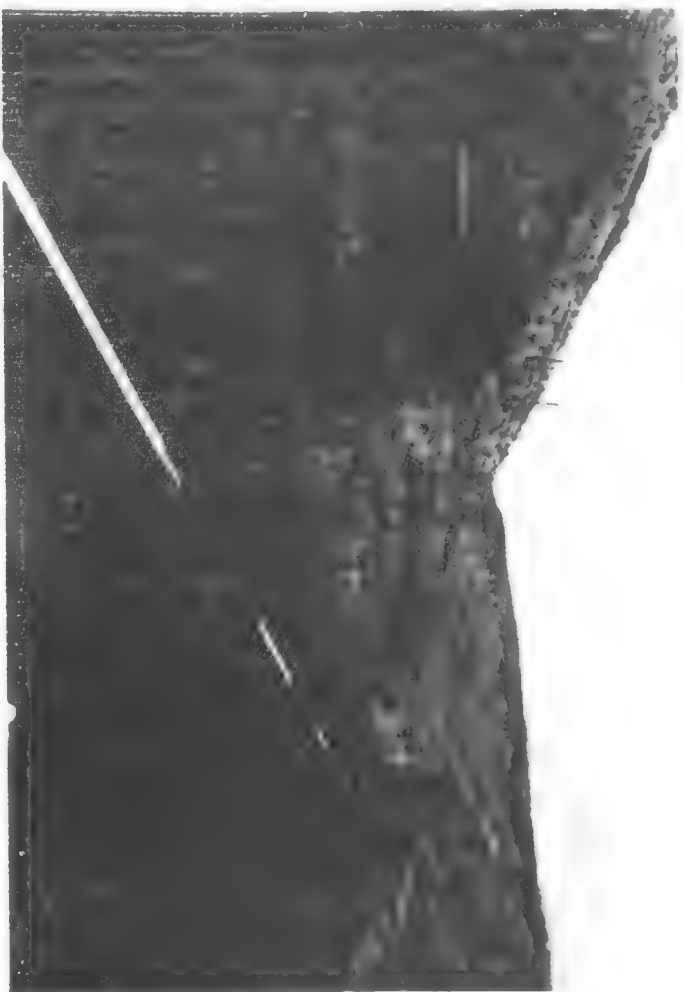
1964 flood and match at sta 2151



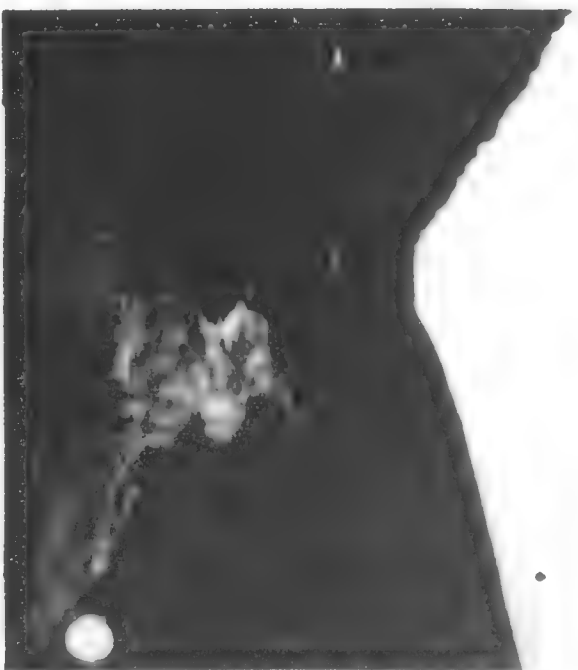
(22)



1964 Flood photo match at station 2165



1964 Flood and matching photo of station 2265-8
looking south water depth in photo is 2 feet



(24)

1964 flood & matching photo at station 2283



(25)

Highway br of sta 2300 taken day after peak



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OCT 1 1970

FOR FILING



OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING

OCT -1 1970

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FISH COMMISSION

Director _____
Asst. Director _____
Fiscal Officer _____
Spec. Asst. _____
Auditor _____
Licenses _____
Fish Culture _____
Research _____

SALEM, OREGON 97310

Phone 364-2171

Info-Ed. September 30, 1970

Surname

cc's sent 10-6-70

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

F. B. Klaboe
L. H. Young
W. J. Hart (2)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (2)
H. S. Coulter (4)

Dear Sir:

To comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963, herewith preliminary plan sheets on the following projects scheduled for contract letting January 28, 1971:

South Unit, Condon-Thirtymile Creek Section
John Day Highway, Gilliam County

Forest Boundary-Little Beech Creek Section
Pendleton-John Day Highway, Grant County

Your special attention and recommendations will be appreciated.

Mail _____
A. Olson _____
V. _____
Hickman _____
Carson _____
M. _____
C. _____
L. _____

RECEIVED

OCT 5 1970

DESIGN
SECTION

Very truly yours,
R. L. Porter
State Highway Engineer
Do Not File ☐
Keep ☐
Return To ☐
Other ☐
By Frank L. Hall
Frank L. Hall
Design Engineer

RECEIVED
OCT 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

S.N.R. 10-2-70

Attach

Dear Frank,

Both 30-mile & Beech Cr. has substantial runs of fish thus std. protection necessary. Excessive silt from Condon Canyon Cr. will affect the fishery in 30-mile Cr.

BURT CARNEGIE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1970

To: F. W. Yarbrough
Geology & Soils Engineer
OFFICE

SUBJECT: Geophysical Investigation
Condon-Thirtymile Creek
John Day Highway
Gilliam County 5

At your request, the above investigation was recently completed.
The results are shown on the accompanying sheets of drawings.

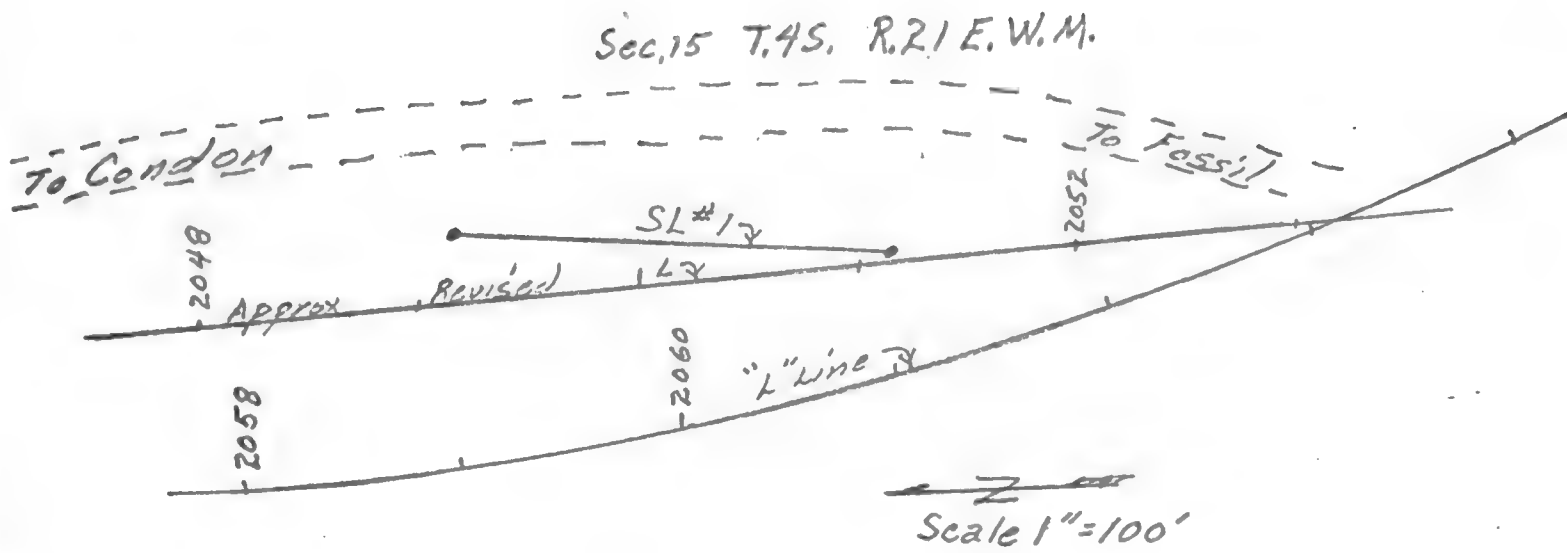
Routing		
Barbee		Frost <i>T</i>
Hall	RECEIVED	Wills
A. Olson	SEP 1 1970	Hackleman
Sample		Scott
Terpin <i>Copy</i>	DESIGN	R. Olson
Swenson	DIVISION	Carstensen

William P. Milne
William P. Milne
Geologist

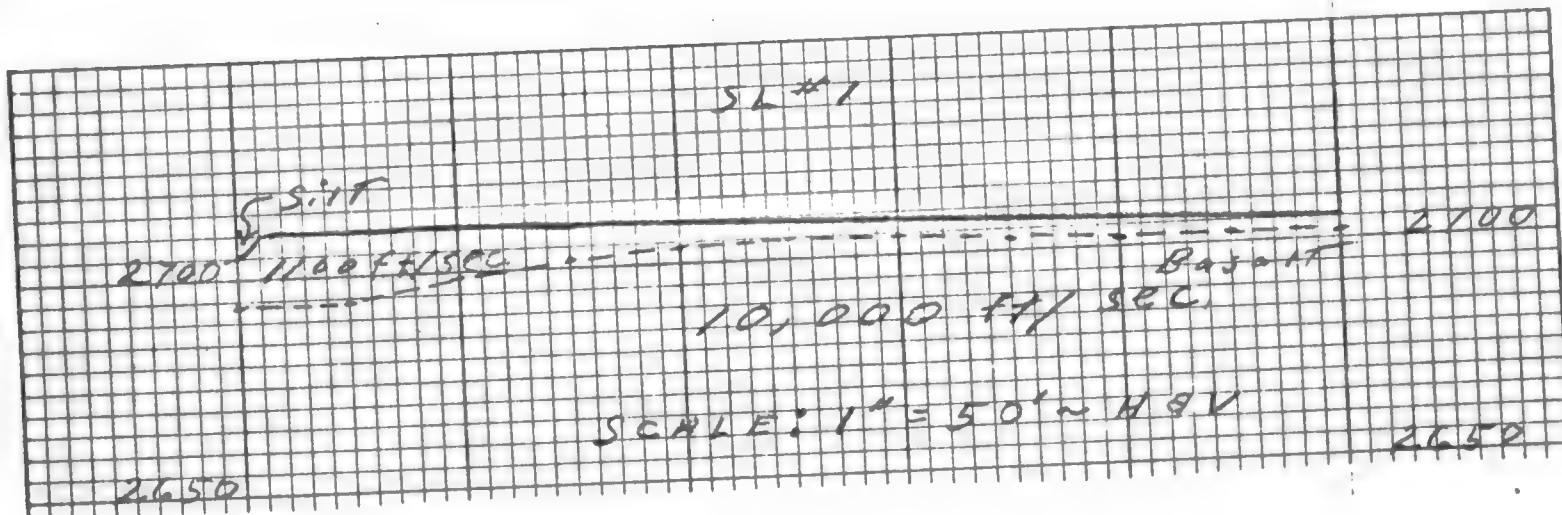
John F. Demezas
John F. Demezas
Geologist

WPM:af

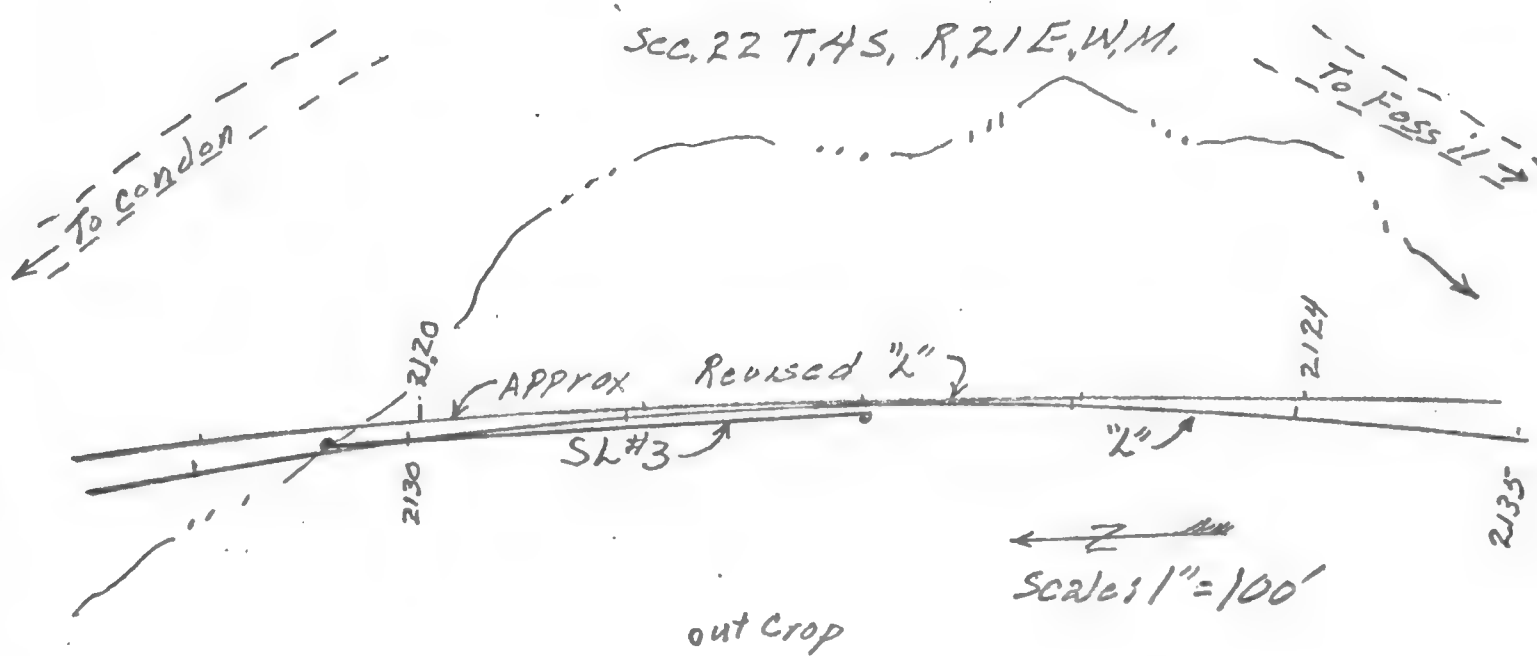
cc: F. D. Morgan
H. S. Coulter
Frank Hall ✓
Fred Ericksen
Vern Moore



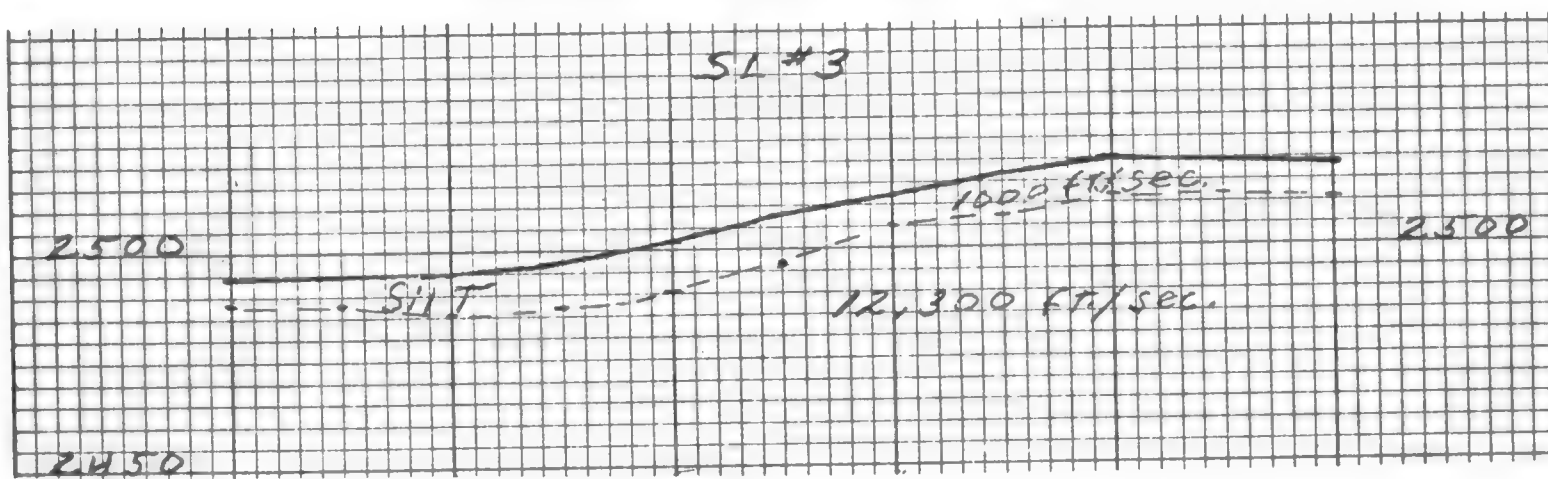
SKETCH MAP
showing
Location of Seismic Section



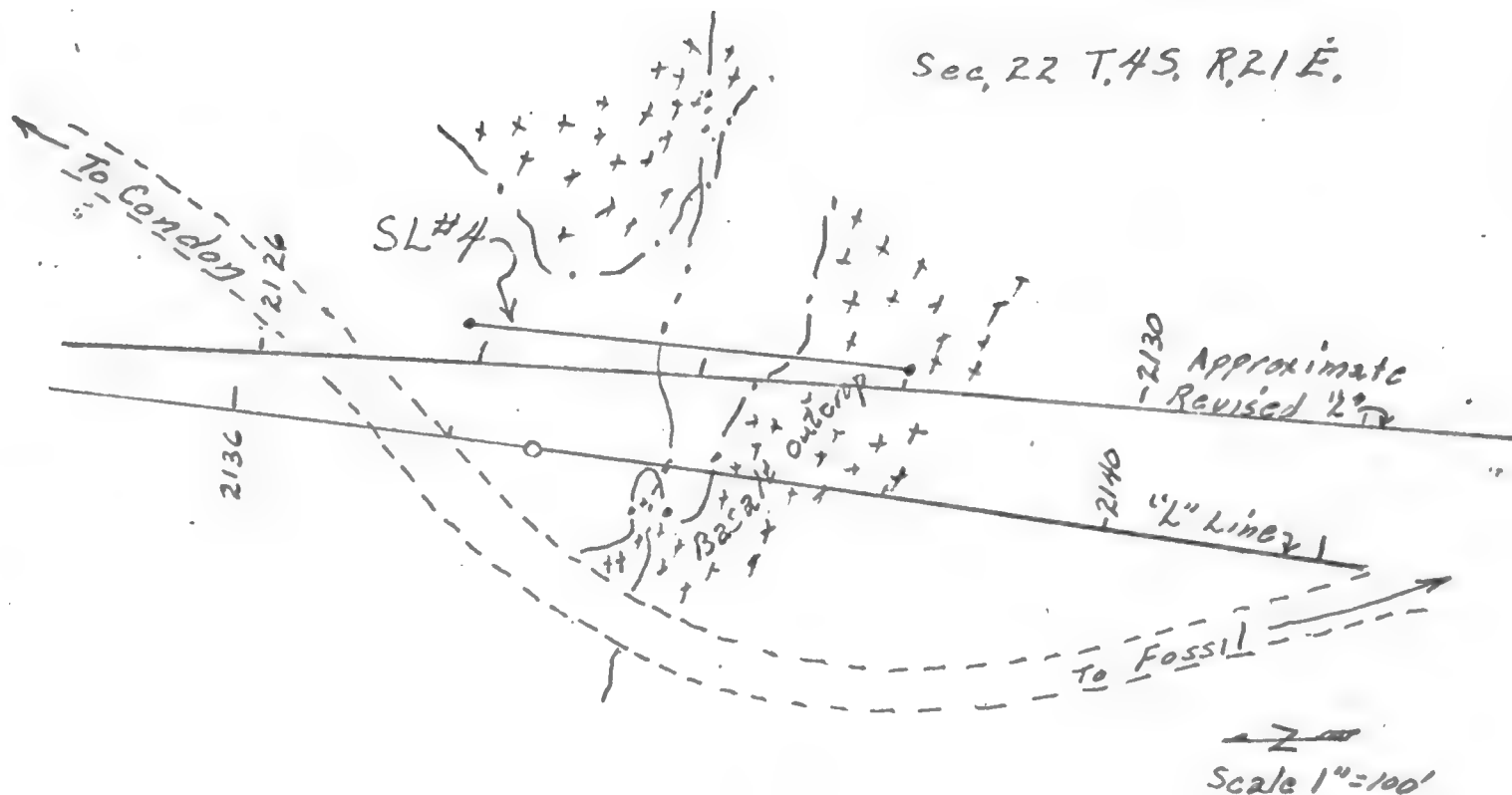
Oregon State Highway Division
Construction Section
Condon-Thirtymile Creek
John Day Highway
Gilliam County



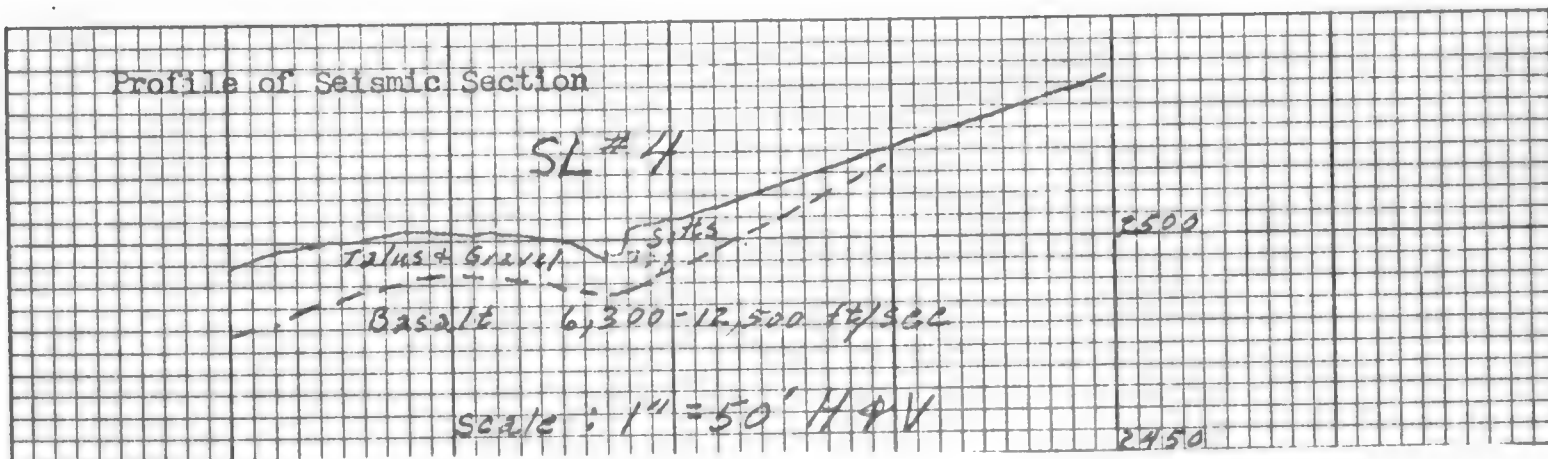
SKETCH MAP
showing
Location of Seismic Section



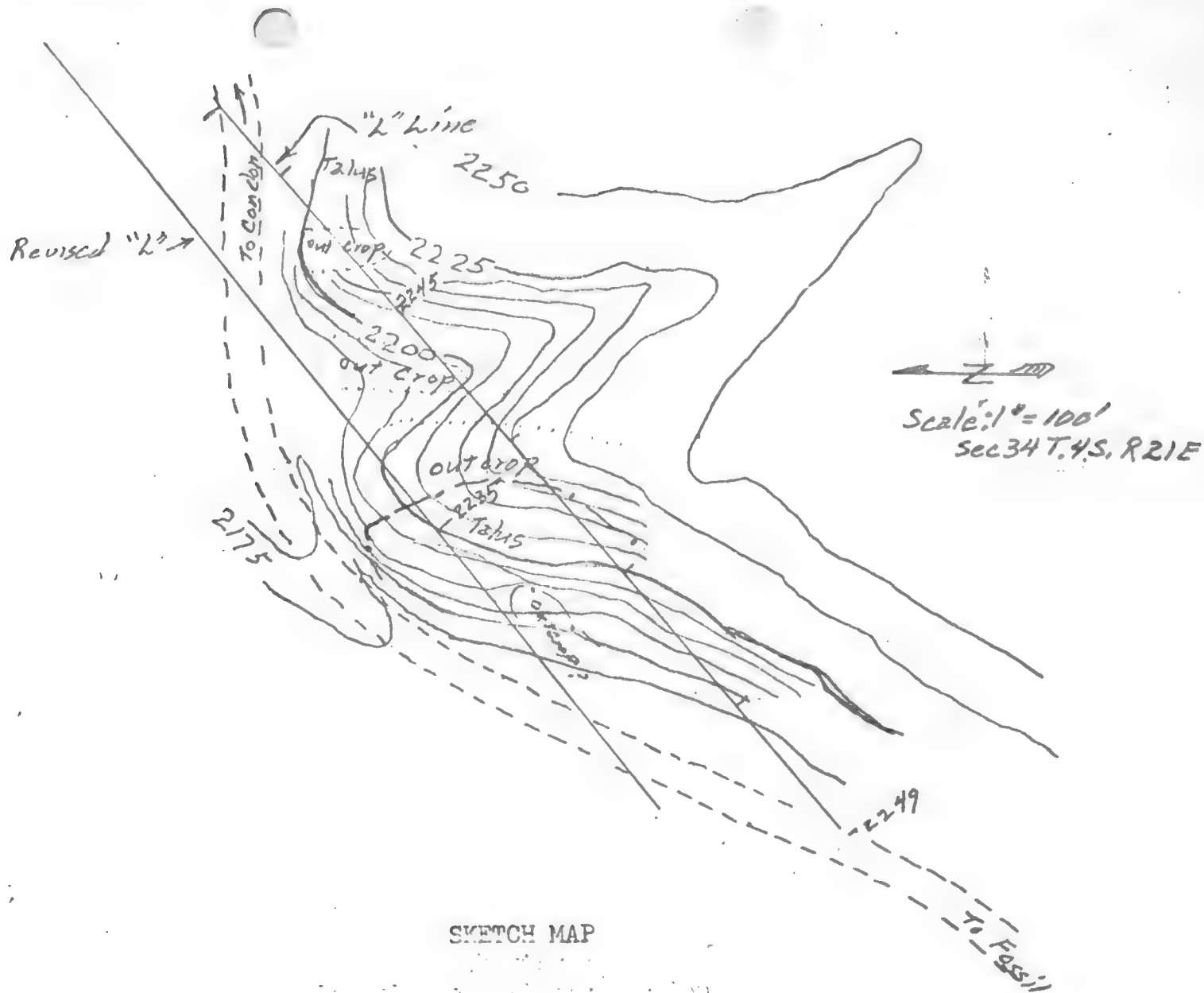
Oregon State Highway Division
Construction Section
Condon-Thirtymile Creek
John Day Highway
Gilliam County



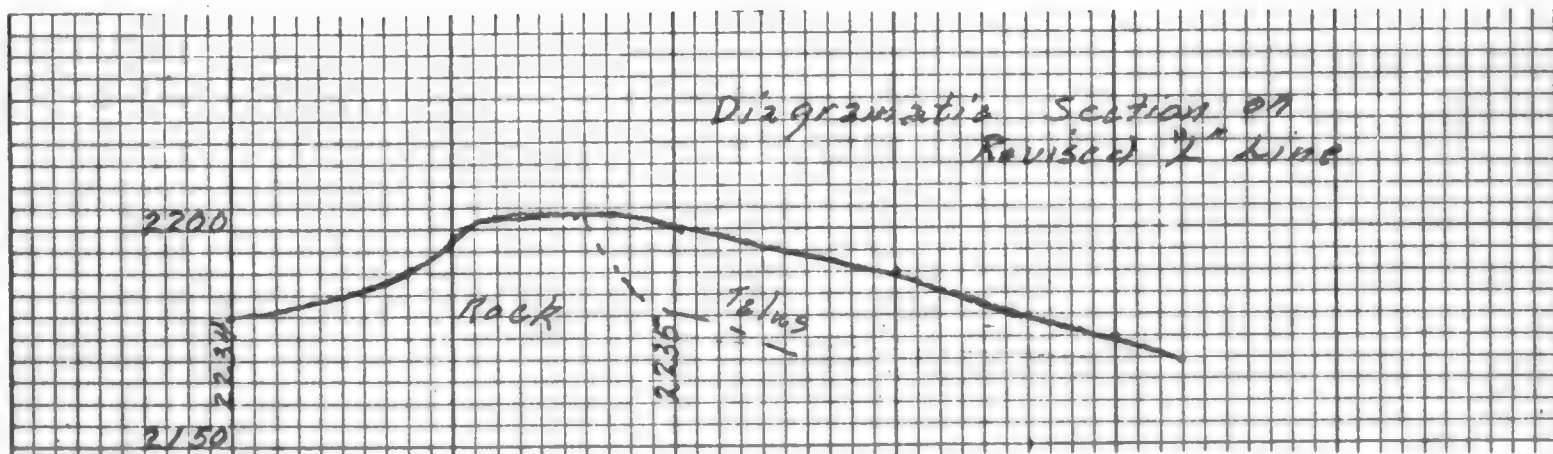
SKETCH MAP
showing
Location of Seismic Section



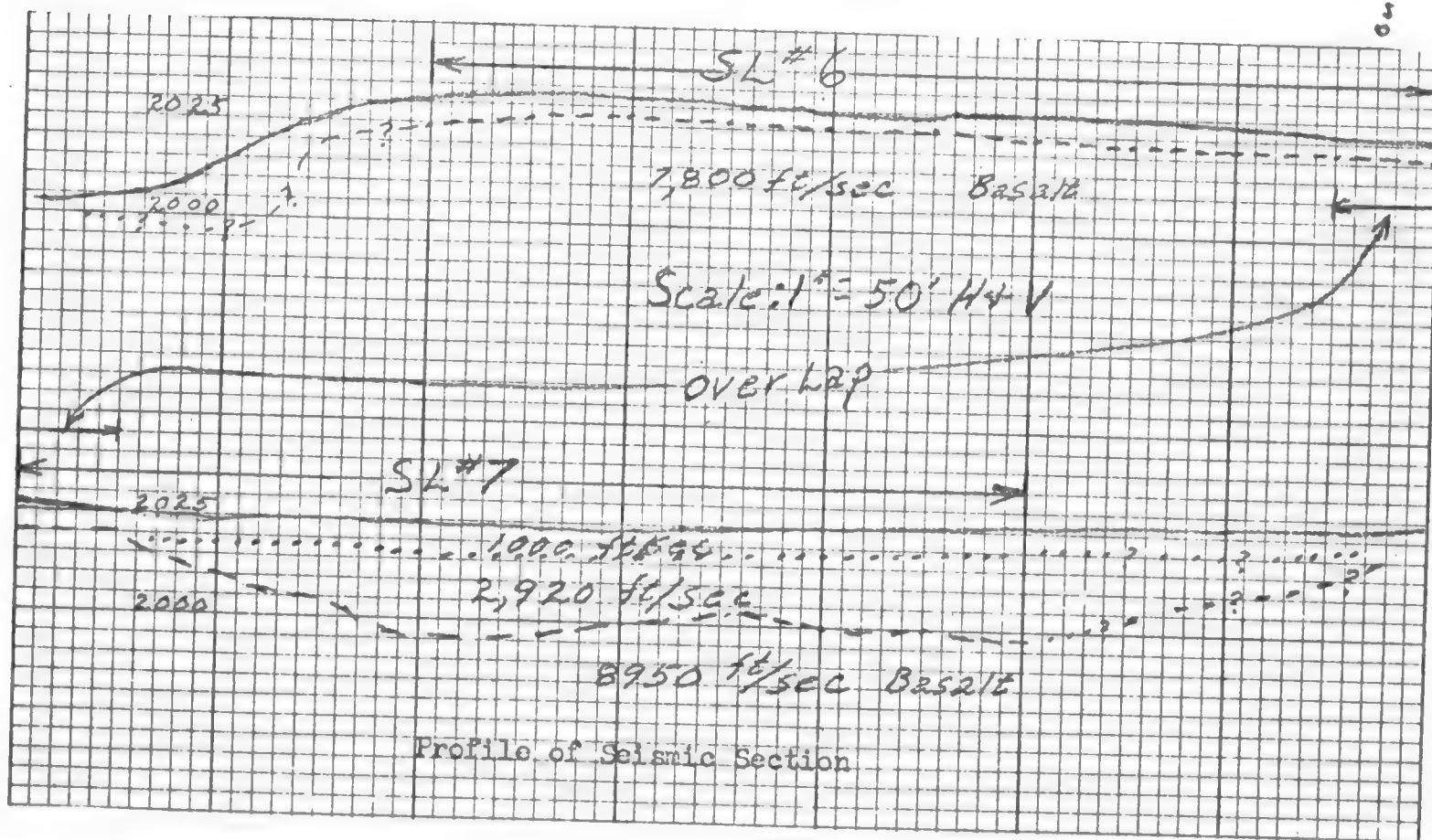
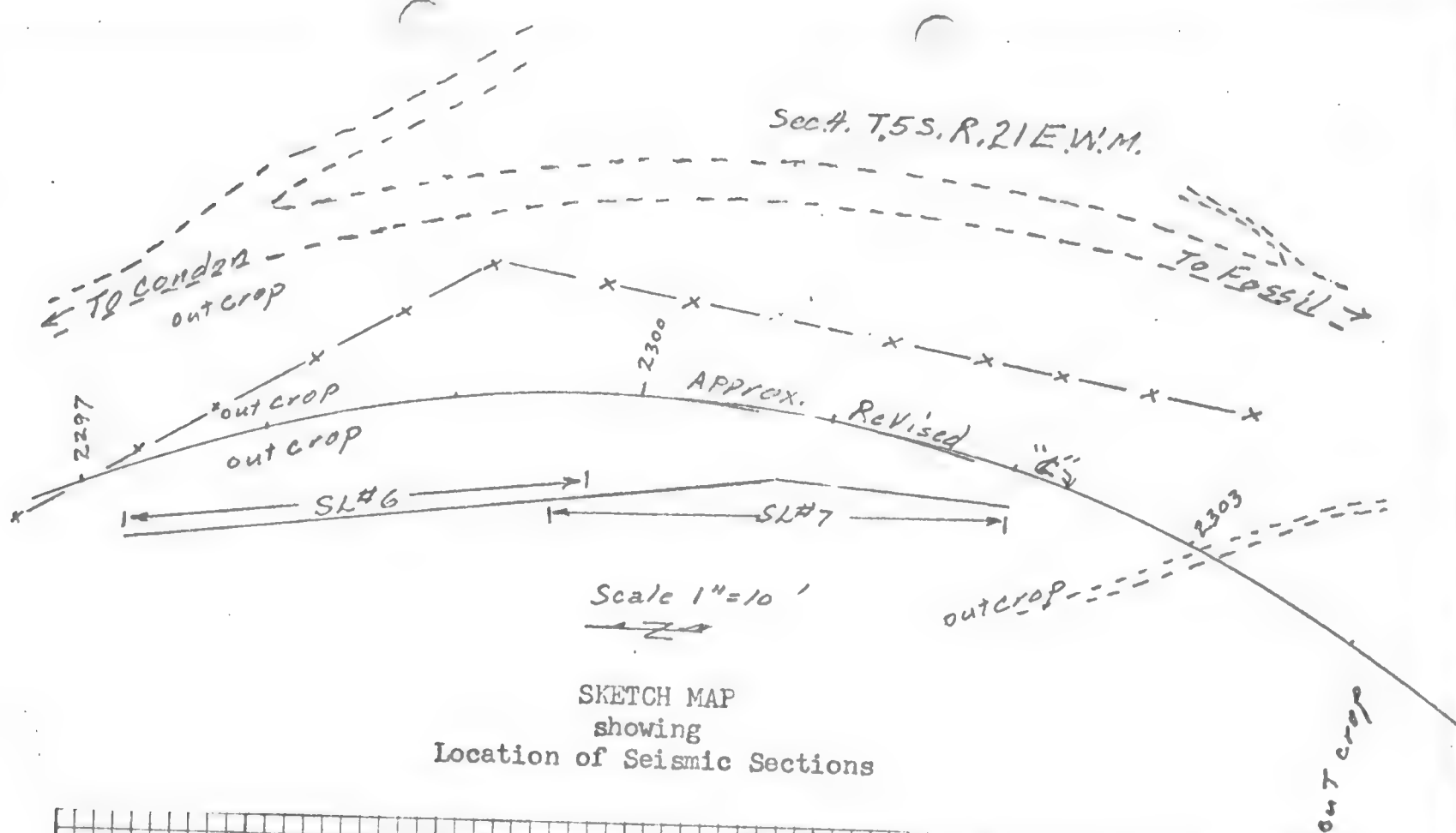
Oregon State Highway Division
Construction Section
Condon-Thirtymile Creek
John Day Highway
Gilliam County



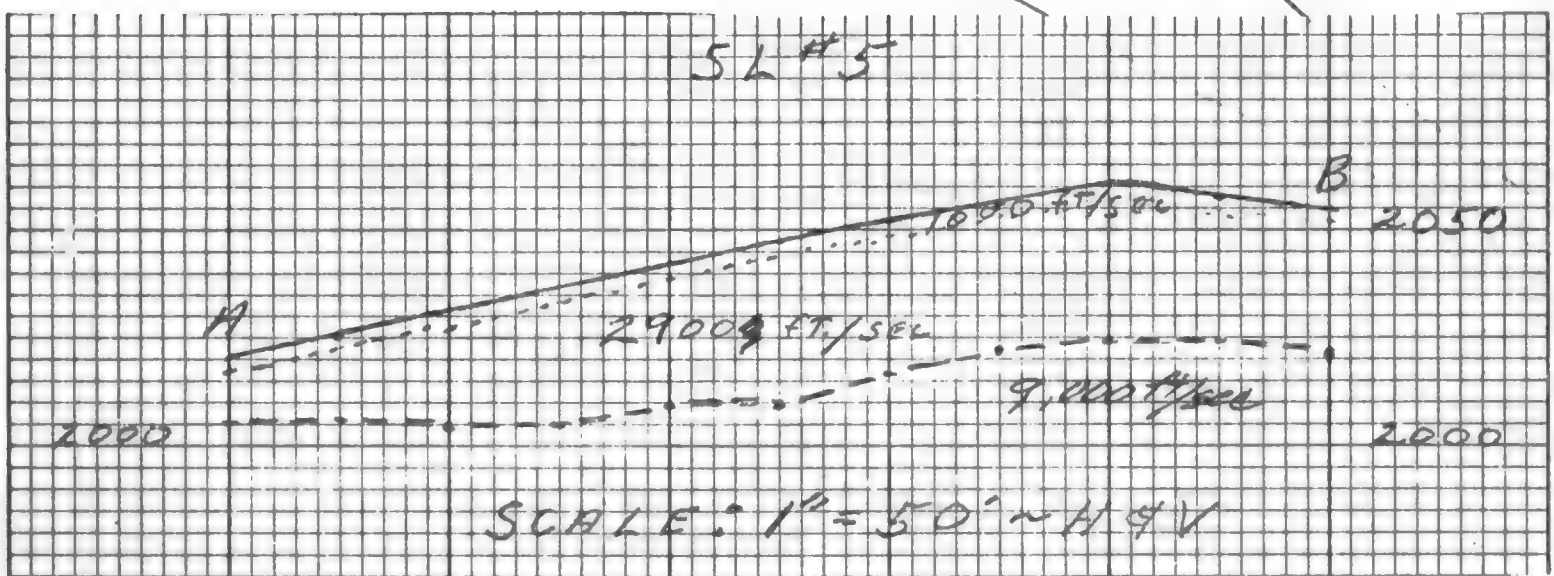
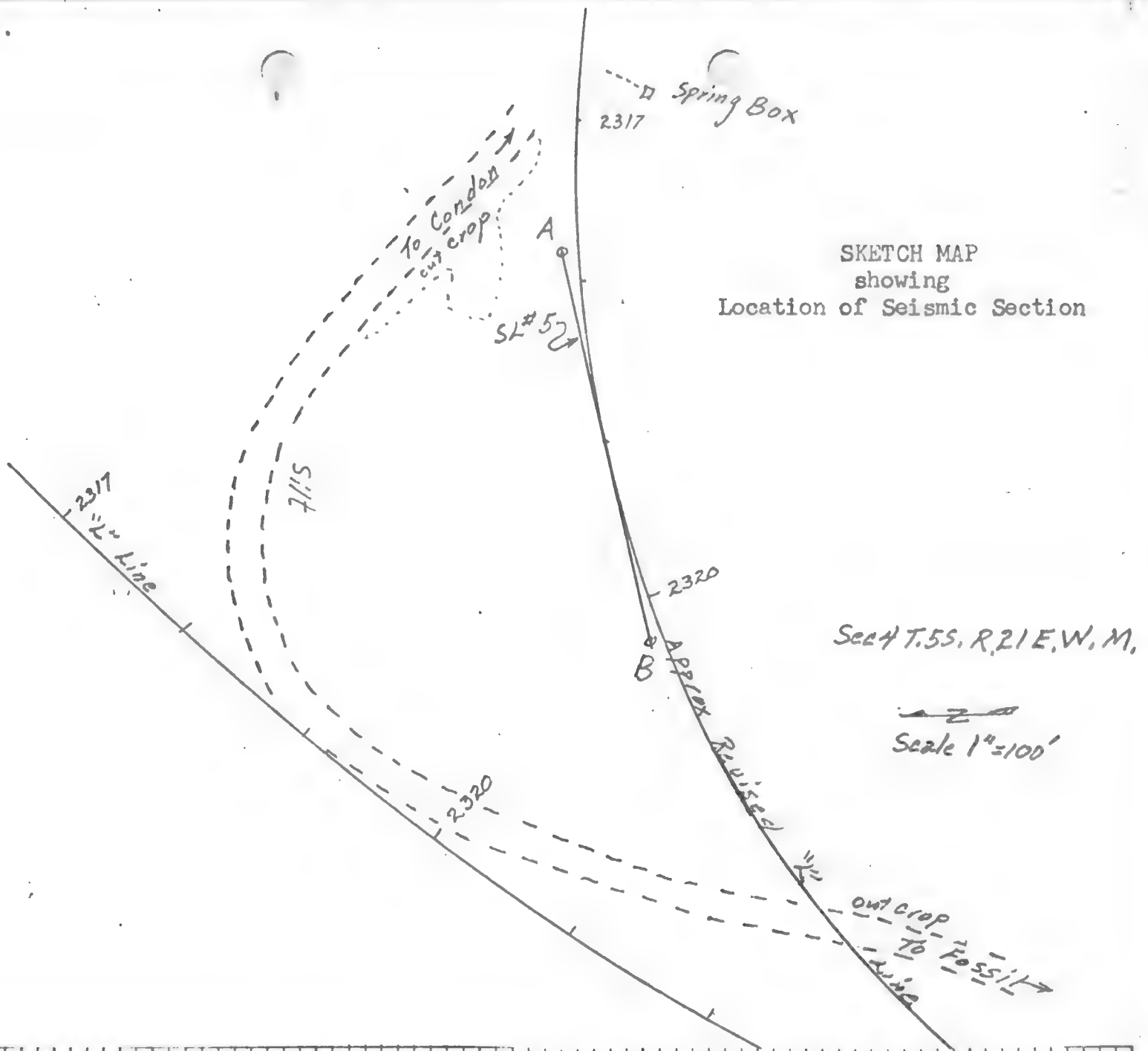
SKETCH MAP



Oregon State Highway Division
Construction Section
Condon-Thirtymile Creek
John Day Highway
Gilliam County



Oregon State Highway Division
Construction Section
Condon-Thirtymile Creek
John Day Highway
Gilliam County



Oregon State Highway Division
Construction Section
Condon-Thirtymile Creek
John Day Highway
Gilliam County

Routing
 1 Barbee
 2 Heli
 A. Olson
 Sample
 Terpin
 Swenson
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 AUG 19 1970
 DESIGN
 DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 17, 1970

Trout

Wills

Hackleman

Scott

R. Olson

Carstensen

To:

Mr. F. D. Morgan
 Construction Engineer
 Salem

SUBJECT: Condon-Thirtymile Section
 John Day Highway 5
 Gilliam County
 Cut Slopes

ATTENTION: Mr. Edgar L. Johnsen

Fred Ericksen, Design Section, asked for a recommendation of new cut slopes on the subject section because the line is substantially revised from what was sent in from the Region. I examined the new line on the ground with Gordon Cochran August 5 and 6.

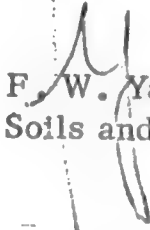
The north end of the job has lava rock in a layered flow structure, generally closely jointed, a small quantity is columnar tending to be blocky. One small outcrop is weathered or altered flow breccia. The lava is covered in places with blow sand, old alluvium, and more often talus. The middle section of the job for a mile or more is tight jointed dice rock, sometimes covered with talus. The south end of the job is mostly in talus with dice rock underlying at some depth. Suggested cut slopes are as follows for the main part of each unit:

Station 2040	1:1	Station 2195	1-1/2:1
2050	c 5' 1-1/2:1, 3/4:1	2210	c 30' 1-1/2:1, Bench 12'
2056	3/4:1		wide, then c 3/4:1.
2078	1/4:1	2265	1/4:1
2090	3/4:1	2278	1/4:1
2210	c 6' 1-1/2:1, bench 12' wide, c 3/4:1	2286	1/4:1 with 30' wide bench at 60' max. height
2122	Same as 2210	2305	c 5' 1-1/2:1, bench 12'
2127	1-1/2:1		wide, then cut 1/4:1
2130	3/4:1	2320	1-1/2:1
2170	1/4:1		

Cut slopes on 1-1/2:1 have been proposed where there is significant depth of alluvium or talus overburden where possible, deposits overlying the rock. The depth of these deposits has been estimated where possible. Some inconvenience and over-excavation during construction can be avoided if the contact line between overburden and rock is profiled before the cut is staked. This can readily be done by the seismic crew. And if this work is done now, the information will help the designer refine his quantity estimates.

Mr. F. D. Morgan
Attn: Mr. Edgar L. Johnsen
August 17, 1970
Page 2

The base design for this job will provide for a grid-rolled dice rock sub-base in which the rock shall meet every requirement for subbase aggregate except maximum size. Also, the contractor should be permitted to obtain surfacing materials from the cuts if the excavation quantities can be conveniently arranged.


F. W. Yarbrough
Soils and Geology Engineer

FWY:fw

The seismic crew is determining soil and talus depths this week, Aug 17, and this information may result in minor modification of the suggested slopes hereinabove.

cc Frank Terpin



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JUN 25 1970

FOR FILING

11-1114
7664

June 23, 1970

Mr. Ernie Fatland
Condon
Oregon 97823

Dear Mr. Fatland:

Since my discussion with you this morning, I have examined the tentative plans for the South Unit, Condon-Thirtymile Creek Section of the John Day Highway and find that we have only a tentative line in the Thirtymile Creek crossing vicinity.

The line basically contemplates cutting off the big loop between the mouth of Condon Canyon and the Hardie Ranch. There is a problem in the vicinity of the ranch in that there are some graves which we are trying to avoid. As soon as the line is finalized, I will drop you a print.

Best regards,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe

5

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 25, 1962

To:

SUBJECT: ^{30 MILE CREEK} Condon-Mayville Section
John Day Highway
Gilliam County

Mr. F. D. Morgan
Construction Engineer
Salem

Herewith the following listed data on the Condon-Mayville Section, John Day Highway:

- ✓ 4 copies Special Provisions
- ✓ 1 roll detail map, 1"=100'
- SCOTT ✓ 1 roll ownership map, 1"=2000'
- ✓ 1 roll profile, onion skin
- ✓ 1 roll mass diagram
- ✓ 9 rolls platted cross sections
- ✓ 1 roll maps profile, x-sections for retaining wall
- ✓ 1 roll road connection profiles and cross sections
- ✓ 1 roll clearing and grubbing chart
- ✓ 1 roll bridge vicinity map ^{THIRTY MILE CREEK}
- BRIDGE ✓ 1 copy bridge construction survey data
- SCOTT ✓ 1 envelope deed photostats
- ✓ 1 pad coordinates
- ✓ 1 pad earthwork computations
- ✓ 1 pad grades and misc. computations
- ✓ 1 book transit and level notes
- ✓ 2 books cross section notes
- ✓ 2 copies locating engineer's right of way report
- ✓ 2 copies locating engineer's statement
- ✓ 2 copies report on surveys
- ✓ 1 copy letter about Hardie well
- ✓ 1 report on permanent bench marks
- ✓ 1 pad misc. comp.
- ✓ 1 copy - R/W Liaison Agents Report

The estimate for utilities adjustments will be reviewed by our field utilities liaison engineer.

A. F. Parson
Division Engineer

By

H. S. Coulter
Assistant Division Engineer

CARSTENSEN

Job stored in Rural Design
basement Storage 4/4/63

HSC:dj

H. S. Coulter

Grande, Oregon
May 2, 1962

SPECIAL PROVISIONS

Condon-Thirtymile Creek Unit
Condon-Mayville Section
John Day Highway
Gilliam County
Structure, Grading & Paving

WORK TO BE DONE

The work to be done under the contract consists of the following work on the Condon-Thirtymile Creek Unit of the Condon-Mayville Section of the John Day Highway in Gilliam County.

1. Construction of one (1) reinforced concrete bridge across Thirtymile Creek.
2. Construction of 5.82 miles of highway roadbed, involving approximately 1,013,000 cubic yards of roadbed excavation.
3. Construction of 5.82 miles of stone base and shoulders involving approximately 95,900 tons of crushed materials.
4. Construction of 6.12 miles of asphaltic concrete pavement, involving approximately 24,200 tons of asphaltic concrete.
5. Construction of approximately 3,380 rods of Type 1 fence.
6. Construction of approximately 32,000 linear feet of metal guard rail.
7. Performance of such additional and incidental work as is called for by the specifications and plans.

The northerly end of the project is at Station 2021+02.59, which station is approximately 90 feet north of the intersection of Spring Street and Main Street (John Day Highway) in the City of Condon. The southerly end of the project is at Station 2353+00, which station is approximately 0.77 miles south of the Thirtymile Creek Bridge. The overall length of the project is 6.12 miles. Through an equation Station 2330+49.65 P.T. back equals 2339+13.44 P.O.T. ahead.

CLASS OF PROJECT

Federal Aid Primary

COMPLETION TIME LIMIT

255 Working Days

CLEARING AND GRUBBING

Specifications:

Division 2, Section 1

Removal of existing structures:

Clearing and grubbing work shall cover the removal and disposal of fences and other structures necessary for the construction of the project.

Top of Slope Clearing:

In addition to the regular clearing and grubbing specification, the contractor shall clear and grub such areas in back of the cut slopes to remove all potential danger material as the locations indicated by the plans or as otherwise designated by the engineer. The distance back from the top of the cut will be a maximum of 30 feet, but will not extend beyond the right of way line.

Measurement and Payment:

The pay item will be:

1. Clearing and Grubbing

EARTHWORK

Specifications:

Division 2, Section 4

Kind of Excavation:

Drainage Excavation, unclassified

General Excavation, unclassified

Excavation of Existing Surfacing:

All bituminous treated surfacing regardless of thickness, will be removed as part of the earthwork.

Obliteration of Existing Highway:

As a part of the earthwork to be performed, the contractor shall completely obliterate portions of the existing highway, when no longer needed, at the locations indicated on the plans or as directed by the engineer.

Payment for obliterating the roadbeds, as specified, will be on the same basis as applies to other earthwork on the project.

Removal of Loose Rock from Slopes:

Under these provisions, the contractor shall remove all loose, broken, detached, or otherwise unstable rock from the rock cut slopes and shall bring said slopes to a neat, safe, trim and satisfactory condition, suitable to the engineer. The materials removed under this provision shall be disposed of in the same manner as applies to the disposal of other excavated material.

Excess Excavation:

Materials within the specified highway roadbed cross section approximately between Stations 2302 and 2309, as indicated on the plans, are those which it is anticipated-

will be left in original position after all required embankment construction, filling, and backfilling on the project has been completed as planned, and are herein classed and defined as "excess excavation materials." Excess excavation material is to be excavated as a part of the earthwork on the project and will be paid for as "General Excavation, Unclassified." The quantity of excess excavation material, approximately 60,000 cy, indicated on the plans is an approximation based on standard engineering practice in determining balance and distribution of materials.

Disposal of Excess Excavation:

All excess excavation material shall become the property of the contractor at the point of origin and shall be disposed of by him in accord with the following requirements and understandings:

1. There shall be no pay haul in disposing of the materials.
2. Materials suitable for use and conforming to the respective specified quality requirements may be used in the production of stone base, oiling aggregates and paving aggregates on the project.
3. Materials not utilized in the production of crushed stone projects for use on the project shall be disposed of outside of and beyond the limits of State property on areas acquired by the contractor.

Removal of Detours and Temporary Connections:

As part of the earthwork to be performed on this project, the contractor shall remove temporary connections and detour roads at such time as said connections and detours are no longer required to carry traffic.

Payment for removal of temporary connections and detour roads will be on the same basis as applies to other earthwork on the project.

Measurement and Payment:

The basis of measurement and payment for the earthwork performed, as specified, will be as set forth in the standard specifications, except as follows:

(a) The pay items will be:

1. Drainage Excavation, Unclassified
2. General Excavation, Unclassified
3. Short Overhaul
4. Long Overhaul

(b) Items Nos. 3 and 4, above, will not be applicable to the hauling of excess excavated material, it being understood that the cost of such hauling is covered and included in the price bid some one or another of the other listed bid items.

FINISHED GRADED AND SLOPES

Specifications:

Division 2, Section 5

Page 4

Measurement and Payments

The pay item will be:

1. Finishing Roadbed and Slopes

ROUNDING TOPS OF CUTBANKS

Specifications:

Division 2, Section 6

Measurement and Payments

The pay item will be:

1. Rounding Cutbanks

CULVERT PIPE

Work to be Done:

Under these provisions, the contractor shall furnish and install bituminous coated corrugated metal pipe and pipe-arch at the locations shown on the plans or as otherwise directed by the engineer.

Specifications:

CMP - Division 2, Section 21

Arch-Type CMP - Division 2, Section 22

Measurement and Payments

The pay items will be:

1. Corrugated Metal Pipe (of the separate listed sizes and gages)
2. 72 inch Arch-Type Corrugated Metal Pipe

STRUCTURAL PLATE PIPE CULVERTS:

Specifications:

Division 2, Section 25

Measurement and Payments

The pay items will be:

1. Structural Plate Pipe (of the separate listed sizes and gages)

CONCRETE CURBS

Type "C" Curb

Page 5

Measurement and Payment:

The pay item will be:

1. Concrete Curbs

CONCRETE WALKS

Specifications:

Division 2, Section 41

Measurement and Payment:

The pay item will be:

1. Concrete Walks

Payment for expansion joints included in price bid for concrete walks.

RETAINING WALL

Work to be Done:

Under these provisions, the contractor shall construct retaining walls and steps to dwellings at the locations as indicated on the plans and as specifically directed by the engineer.

Design:

Drawing No. 8-95

Specifications:

Division 2, Section 35

Class of Concrete:

Class "A" concrete shall be used in the retaining wall.

Measurement and Payment:

The pay items will be:

1. Class "A" concrete in retaining wall and steps.
2. Metal reinforcement in retaining wall and steps.

METAL GUARD RAIL AND BARRICADE

Work to be Done:

Under these provisions, the contractor shall construct standard metal beam-type guard rail and Type 2 barricade at the approximate locations indicated on the plans and as specifically directed by the Engineer.

Design:

Standard Drawing No. 2094, dated, May, 1958, and revised to February 1, 1960.

Specifications:

Division 2, Section 49, and modifications

Type 2 Barricade:

See Contract No. 5769, Pleasant Valley-Hill Creek Section, Old Oregon Trail Highway, Baker County.

Measurement and Payment:

The Pay items will be:

1. Metal Guard Rail
2. Type 2 Barricade

GUARD RAIL (SALVAGED BARRICADE)

Work to be Done:

Under these provisions, the contractor shall install guard rail, using materials from salvaged barricade, at the locations shown on the plans or as otherwise directed by the Engineer.

Details of Salvaging Barricade and Construction of Guard Rail:

See Contract No. 5769, Pleasant Valley-Hill Creek Section, Old Oregon Trail Highway, Baker County

Measurement and Payment:

The pay item will be:

1. Guard Rail - Salvaged Barricade

GUIDE POSTS

Work to be done:

Under these provisions, the contractor shall furnish and install paddle board guide posts to mark the edges of the highway travelway at locations called for by the plans or as directed by the Engineer.

Applicable Specifications:

"Standard Specifications for Guide Posts"

Design:

As shown on Drawing No. 2106, dated February 1962

Measurement and Payment:

The pay item will be:

1. Guide Posts, Class W-1, Type P

RIGHT OF WAY FENCE

Work to be Done:

Under these provisions, the contractor shall construct Type 1 fence at the locations

indicated on the plans and elsewhere as the engineer may direct. Also, under these provisions, the contractor shall construct Type 1 Barb Wire Gates at the locations as indicated on the plans or as otherwise designated by the engineer.

No additional payment will be made for the constructing of gates, but will be included in the price bid per lineal foot for Type 1 Fence.

Specifications:

"Standard Specification for Fences" issue of January, 1960.

Measurement and Payment:

The pay item will be:

1. Type 1 Fence

STONE BASE AND SURFACING

Work to be Done:

Under these provisions, the contractor shall construct a stone base and stone shoulders as called for by the plans or as designated by the engineer.

Also under these provisions, the contractor shall construct a stone surfacing on county road and private road crossings and foundations for pipe culverts and box culverts throughout the project as directed by the engineer.

Specifications:

Division 2, Section 11

Kinds and Sizes of Material:

Crushed rock or crushed gravel used in the construction of the bottom course of the base shall be one or another of the following designated sizes: 2- $\frac{1}{2}$ " - 0; 2" - 0; or 1- $\frac{1}{2}$ " - 0 as the contractor may elect.

The crushed rock or crushed gravel used in the construction of the other courses of the base shall be of the designated size of 3/4" - 0.

Quality:

Standard abrasion, liquid limits, plasticity index, fracture requirements, and objectionable fine material to be removed at source of materials.

Prospective Sources of Materials:

Prospective sources of material in the vicinity of the work which may warrant investigation and consideration for use by the contractor in producing materials under these provisions may include, but are not necessarily limited to, the following:

1. Excess excavated material obtainable from within the highway roadbed cross section approximately between Stations 2302 and 2309, as

hereinbefore defined and described under the heading "Earthwork."

2. An area on State-controlled property lying on the ^{easterly} ~~northerly~~ side of and outside of the highway roadbed cross section between Stations ~~2300~~ and ~~2301~~, as indicated on the plans. 2302 2309

No. 1 of the above-listed sources lies wholly within the highway roadbed cross section and is to be excavated and paid for as earthwork with sub-grade, roadbed, slopes, cross section and grades provided as called for by the applicable plans and provisions.

No. 2 of the above-listed sources is on State property and the contractor will be permitted, without charge, to occupy and use whatever space is available on the area for his crusher and plant setup and for the procurement of materials therefrom, subject to the understandings herein stated. Excavation on said prospective Source No. 2 shall be to lines, grades, and cross sections approved by the engineer and shall be such as to provide proper drainage, and shall be such as will create no hazard to the main highway roadbed and its users.

Sealing Screen if Crushed Rock is Furnished:

1" ahead or 3/4" behind primary crusher.

Measurement and Payment:

The pay items will be:

1. Coarse Crushed material in base
2. 3/4" - 0 Material in base

Sprinkling

Work to be Done:

Under these provisions, the contractor shall perform such sprinkling work as the engineer may direct.

Also, under these provisions, the contractor shall perform sprinkling work on the 3/4" - 0" material in base on the detour roads, using a combination of water and slow-setting emulsified asphalt, as the engineer may direct.

Specifications:

Division 2, Section 12 and supplementations as given is "Westport-Clatskanie Section on the Columbia River Highway."

Alleviation of Dust Nuisance:

Standard Clause

Emulsified Asphalt Solution:

As per details given in "Westport-Clatskanie Section on the Columbia River Highway."
(a) The pay items will be:

Measurement and Payment:

1. Sprinkling
2. S. S.-1 Asphalt in Sprinkling

(b) Item 2 of the above listed items, will be paid for at the price bid per gallon for S. S.-Asphalt "See," "Westport-Clatskanie" Section, Columbia River Highway."

BITUMINOUS BINDER COURSE

Standard for NG-250 Binder

1. Specifications:

2. Division 2, Section 17

Prospective Source of Material:

Same source as given under "Stone Base and Surfacing."

Measurement and Payment:

NG-1 emul. asphalt in base

The pay items will be:

1. Preparation of Base
2. 3/4" - 0 Material in Binder Course
3. NG-250 Asphalt in Binder Course

Division 2, Section 18

Emulsified Asphalt Tack Coat May be Applied to Existing Bituminous Surfacing:

Where asphaltic concrete mixture is to be placed on existing bituminous surfacing, the contractor shall apply a tack coat of emulsified asphalt to the existing bituminous-treated surfacing where and when so directed by the engineer.

Dust Palliative on Detours:

Under these provisions, the contractor shall place a dust palliative of RS-1 Emulsified Asphalt, on the detours constructed to alleviate the dust nuisance at the locations indicated on the plans or as otherwise directed by the engineers.

Patching and Spot Leveling Of Existing Surfaces:

Under these provisions the contractor shall patch out existing holes and shall place spot leveling courses of asphaltic concrete prior to the construction of the new asphaltic concrete pavement. The patching and leveling work shall be performed at the locations and to the extent designated by the engineer. All patching material may be spread by means of a blade grader. Asphaltic concrete used in patching work as here specified will be measured and paid for on the same basis as other asphaltic concrete paving on the project.

Prospective Source of Aggregate:

Same source as given under "Stone Base and Surfacing."

Measurement and Payment:

The pay items will be:

1. Asphaltic Concrete Mixture
2. Asphalt in Mixture
3. RS-1 Asphalt in Tack Coat and Detours
4. Extra for Asphaltic Concrete Approaches

STRUCTURAL WORK

Work to be Done:

Under these provisions, the contractor shall construct a reinforced concrete bridge across Thirtymile Creek, located approximately 5.5 miles south of Condon and approximately 7.0 miles north of Mayville.

Specifications:

To be written by Bridge Division

Measurement and Payment:

The Pay Item will be:

1. Reinforced Concrete Bridge

MISCELLANEOUS PROVISIONS

Provision for Traffic:

Standard clause will suffice and with special reference to the table showing methods of control recommended by the engineer.

ANTICIPATED ITEMS

1. Move power lines (by others)
2. Move telephone line (by others)
3. Signings (by others)
4. Move pump house (may be a right of way obligation)
5. Flagging (State share)

La Grande, Oregon
July 2, 1962

ESTIMATE OF COST

Condon-Thirtymile Creek Unit
Condon-Mayville Section
John Day Highway
Oilliam County
Prefix Number ~~22-2459~~

<u>ITEM</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Amount</u>
1. Clearing and Grubbing	Lump sum	all	10,000.00	10,000
2. Drainage Exe., Unclassified	Cu. Yd.	1,800	3.00	5,400
3. General Exe., Unclassified	Cu. Yd.	1,013,000	0.71	719,230
4. Short Overhaul	Yd. Sta.	1,984,000	0.01	19,840
5. Long Overhaul	C-Yd. Sta.	107,000	0.40	42,800
6. Finishing Roadbed & Slopes	Mile	5.82	1,200.00	6,984
7. Rounding Cutbanks	Lin. Ft.	2,700	0.20	540
8. 12" Corr. Metal Pipe	Lin. Ft.	80	3.75	300
9. 18" Corr. Metal Pipe	Lin. Ft.	940	5.00	4,700
10. 24" Corr. Metal Pipe	Lin. Ft.	380	7.50	2,850
11. 60" Corr. Metal Pipe	Lin. Ft.	90	35.00	3,150
12. 72" Corr. Metal Pipe, 8 Ga.	Lin. Ft.	276	41.00	11,316
13. 72" Arch Type C.M. Pipe	Lin. Ft.	86	38.00	3,268
14. 96" Corr. Metal Struct. Plate Pipe 8 Ga	Lin. Ft.	242	70.00	16,940
15. 114" Corr. Metal Struct. Plate Pipe 10 Ga.	Lin. Ft.	202	75.00	15,150
16. 126" Corr. Metal Struct. Plate Pipe, 10 Ga.	Lin. Ft.	706	80.00	56,480
17. 168" Corr. Metal Struct. Plate Pipe, 8 Ga.	Lin. Ft.	334	115.00	38,410
18. 168" Corr. Metal Struct. Plate Pipe, 1 Ga.	Lin. Ft.	240	160.00	38,400
19. Concrete Curbs	Cu. Yds.	12	60.00	720
20. Concrete Walks	Sq. Yds.	204	10.00	2,040
21. Class "A" Conc. Retaining wall & steps	Cu. Yds.	51	60.00	3,060
22. Metal Reinf. in retaining wall & steps	Lbs.	5,720	0.15	858
23. Metal Guard Rail	Lin. Ft.	32,000	2.50	80,000
24. Type 2 Barricade	Lin. Ft.	300	5.00	1,500
25. Guard Rail-Salvaged Barricade	Lin. Ft.	300	1.50	450
26. Guide Posts, W-1, Type P	Each	360	7.50	2,700
27. Type I Fence	Rod	3,380	6.00	20,280
28. Coarse Crushed Mat'l in Base	Ton	79,800	0.95	75,810
29. 3/4"-0 Mat'l in Base & Shldr.	Ton	16,100	1.05	16,905
30. Preparation of Base	Mile	6.12	250.00	1,530
31. Sprinkling	M-Gal.	5,440	3.00	16,320
32. SS Asphalt in Sprinkling	Gal	5,000	0.30	1,500
33. MC-250 Asphalt in Binder	Ton	220	46.00	10,120
34. Aggregates in Binder	Cu. Yds.	1,370	3.00	4,110
35. Asphaltic Concrete Mix	Ton	24,200	3.70	89,540
36. Asphalt in Mix	Ton	1,450	34.00	49,300
37. RS-1 Emuls. asphalt in tack & detours	Ton	85	60.00	5,100
38. Extra for Paving Approaches	Each	20	30.00	600
				<u>\$1,378,345</u>

Thirtymile Creek Bridge

Contingencies & Engineering 20%

Flagging (State Share)

Move Power Lines

Move Telephone Lines

Signing

Move Pump House (Sta. 2044+75) (Subject to R/W agreement)

Right of Way

TOTAL

SUBTOTAL - CONTRACT BID ITEMS

64,000
1,442,345
288,469
25,000
1,500
16,000
4,000
12,000
\$1,789,714

OREGON STATE HIGHWAY DEPARTMENT

Statement of Material Sources and Stock Pile Sites

(This statement to be prepared by Division Engineer and submitted in triplicate with Special Provisions to the Salem Office.)

Date March 12, 1962, 19____ County Oregon
 Section Condon - Thirtymile Creek Highway John Day
 Length 6.12 miles. Limits Sta. 2021+02.59 to Sta. 2353+00
 Type of improvement Grading and Paving
 Surveyed by Keats Oliver Year 1961-62

SPECIFIED STOCK PILE SITES AND SOURCES OF MATERIALS

Site No.	Used	New	Kind	Dist. Lt.	Dist. Rt.	Sta.	M. P.	Owner	Hwy. Map File No.	Lab. No.
		X	S.P.	Adj.		2301+50		Leta Hardie & U. S. Gov't.		
1		X	Q	C.L.		2302 - 2309		Leta Hardie		
		(Proposed Quarry is Roadbed Cut)								
2	✓		Q	Adj.		2215 420	O.S.H.D		112- 5-360	309785

Q. = Quarry or Quarry Site; G. P. = Gravel Pit; G. B. = Gravel Bar; B. P. = Borrow Pit; T. D. = Talus Deposit; S. P. = Stock Pile Site; Adj. = Adjacent to.

ADDITIONAL DATA:

- a. Descriptions and maps required for above submitted included in R/W - shown on detail map
 b. Hauling roads required? NO Data submitted _____, 19____
 c. Are all required sites included? YES Balance when? _____

Signed _____
 Division Engineer

NOTE: Additional data and remarks should be made on the back of this report.

OREGON STATE HIGHWAY DEPARTMENT
Locating Engineer's Right of Way Report

County Gilliam

Date January 19, 1962

Highway John Day

Section Condon - Thirtymile Creek

Station 2021+02.59 to 2353+00

The following questions must be answered in full at the time the survey of the project is completed and turned in to the Division Engineer, one copy to be sent direct to the Construction Engineer:

1. Are there any encroachments on railroad property? no

2. Are typical sections of the encroachments made up and included in the plans? _____

(List station numbers inclusive, of encroachments) _____

3. Are all descriptions prepared and ownerships checked? Information on Detail map
(Attach hereto extra sheet showing ownerships involved, acreage and assessed valuation.)

4. Have you closed traverse on all metes and bounds descriptions? _____

5. On your detail map ~~plans~~ have you made mention of, or provided for easements required for slopes yes, retaining walls none, drain ditches yes, siphon boxes none, irrigation ditches none?

6. Have descriptions been made up for quarries Quarry & S.P. site included in right of way, gravel pits _____, stock pile sites _____, hauling road easements _____ channel changes _____?

7. Does proposed construction interfere with any water mains? no, sewers no, gas mains no, other conduits yes? (If so attach separate sheet giving ownerships and other available data.) 4" water line from pump house Station 2044+75 - see map

8. Do any power poles require moving? yes Are they located on R/W now owned by State? no Company name Pacific Power and Light Co.

9. Do any telephone or telegraph poles require moving? yes Are they located on R/W now owned by the State? no Company name Pacific Tel. & Tel. Co. and Farmers Telephone Co.

10. Are there any buildings or other structures that will require moving? yes (If so, attach separate sheet giving size, type, center line tie, ownership and approximate value, and probable disposition of same.) Pump house - Sta. 2044+75
Group of old sheds Station 2202 to 2211 - see map

11. Are there any connections to be made to existing roads that require additional R/W? yes
Are descriptions prepared for this R/W? shown on detail map

12. Have you submitted samples of surfacing materials from the sources indicated, to the Testing Laboratory? no

13. Have you checked the answers on the preceding 12 questions? yes

Signed _____

Locating Engineer

OREGON STATE HIGHWAY DEPARTMENT Locating Engineer's Statement

Submit 2 Copies With Estimate

Prefix 11-1457

Highway John Day

Date January 19, 1962 Section Candon-Thirtymile Cr. Class Roadbed 850 M

1. Have you prepared and submitted the following report:
 - (a) Locating Engineer's R/W Report yes
 - (b) Report on Survey yes
 - (c) Statement of source of materials and stockpile sites yes
 - (d) Property and R/W descriptions to be written in Salem
 - (e) Statement of Information "
 - (f) Request for authority to open negotiations "
 - (g) Sketch map (tracing cloth) of all stockpile sites, gravel pits, quarries. included in R/W
 - (h) Report of Bench Marks (See Technical Bulletin No. 19, Revised). yes
2. Have you taken into consideration the mechanics and properties of the various types of soil encountered in designing the disposal of excavated materials, and the stability of embankment foundations? yes
3. Have all important alignment points been permanently referenced? yes
4. Have you consulted the Division Engineer with regard to retainment and abandonment of each fragmentary section of old Right of Way? no
5. Do you anticipate any difficulty in securing rights of way no, Material Sources no and stockpile site no? Have you been over any of this project with R/W Rep. no? Report any knowledge you have regarding R/W negotiations _____
6. Are there any fences or mail box posts to be moved? yes If so, report in full, by station to station.
R/W fences entire length - see list of Type I Fence
7. Have you investigated drift conditions (snow and sand) and provided extra right of way and included drift fences in your estimate to take care of these conditions? none
8. Have you submitted samples of the surfacing materials for test by the Salem Laboratory for suitability? no
9. Have you submitted a sample of the overburden to determine its classification for each material source specified? no
10. Will there be any difficulty in handling traffic during construction? yes If so, state control of work recommended, location of and maintenance of detours, public convenience and safety. (see attached sheet)
11. Have you platted typical cross-section on the location profile of the following and indicated source of materials where needed?
 1. Roadbed grading yes
 2. Retaining walls
 3. Irrigation Ditches _____ Special Drainage Ditches _____
 4. Hand Placed Slopes
 5. Rip Rap Work
 6. Tunnel (Drainage)
 7. Channel Changes yes
 8. Channel clearing and deepening
 9. Sidewalks, curbs, gutters
 10. Flumes

- (b) Report on Survey yes
(c) Statement of source of materials and stockpile sites yes
(d) Property and R/W descriptions to be written in Salem
(e) Statement of Information "
(f) Request for authority to open negotiations "
(g) Sketch map (tracing cloth) of all stockpile sites, gravel pits, quarries. included in R/W
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6. Are there any fences or mail box posts to be moved? yes If so, report in full, by station to station.
R/W fences entire length - see list of Type 1 Fence
7. Have you investigated drift conditions (snow and sand) and provided extra right of way and included drift fences in your estimate to take care of these conditions? none
8. Have you submitted samples of the surfacing materials for test by the Salem Laboratory for suitability? no
9. Have you submitted a sample of the overburden to determine its classification for each material source specified? no
10. Will there be any difficulty in handling traffic during construction? yes If so, state control of work recommended, location of and maintenance of detours, public convenience and safety. _____
(see attached sheet)
11. Have you platted typical cross-section on the location profile of the following and indicated source of materials where needed?
1. Roadbed grading yes
 2. Retaining walls
 3. Irrigation Ditches _____ Special Drainage Ditches _____
 4. Hand Placed Slopes
 5. Rip Rap Work
 6. Tunnel (Drainage)
 7. Channel Changes yes
 8. Channel clearing and deepening
 9. Sidewalks, curbs, gutters
 10. Flumes
12. Is there any slide condition apparent? If so, give location and recommended methods of control.
no
13. Have you prepared vicinity maps and bridge construction, survey data sheets for each structure including bridges, concrete box culvert and any major siphon installation? yes
14. On projects involving reconstruction, have you shown, by a dotted line, the original ground line on the profile? _____
15. State standard used, sight distance provided, both horizontal and vertical, in accordance with Technical Bulletin No. 19, Revised. 80 max. horiz. curve, 600 ft. min. sight dist. vert.

Signed Kurt B. Smith Locating Engineer

Address P.O. Box 511, Condon

18. Handling Traffic:

Station to Station		
2035	-	2055
2055	-	2061
2061	-	2069
2069	-	2073
2073	-	2085
2085	-	2104
2104	-	2117
2117	-	2128
2128	-	2136
2136	-	2139
2139	-	2143
2143	-	2177
2177	-	2182
2182	-	2214
2214	-	2240
2240	-	2245
2245	-	2247
2247	-	2253
2253	-	2302
(1) Leave traffic on old road while taking out channel changes and place fill in between ch. ch. & old road, leaving detour road in ~~XXXX~~ outer edges of fills at approx grade of old road (adjacent to ch. ch.) (2) put traffic on aforementioned detours and bring left side of new roadway to grade (3) put traffic on left side of completed grade while right side of grade is completed. May be necessary to cross haul in the vicinity of station 2300 in order to facilitate this plan i.e. waste material from cut sta 2296 rather than from 2305 & use material from 2305 to make fills called for from 2296. Only other alternative would be to take out at station 2296 out one-half width & carry traffic thru while other side is taken out which would be more costly to contractor & hazardous to traffic.		
2302	-	2318
2318	-	2321
2321	-	2353
Traffic on old road - stage construction. Traffic on old road - not disturbed. Construct detour (20' fill on old road) see map 10' to 2' fill on old road - stage construction. Traffic on old road - not disturbed. 0' to 5' fills on old road - stage construction. Traffic on old road - not disturbed. 2' cuts to 2' fills on old road - stage construction. Old road not disturbed. Crosses old road on 5' fill - ramp over Crosses old road on 7' fill - ramp over Traffic on old road - not disturbed. 0' to 5' cut in old road - stage construction. Traffic on old road - not disturbed. Varies from 4' cuts to 4' fills on old road - stage construction. Construct detour - see map Old road not disturbed. Construct detour - see ~~XXX~~ map Traffic on old road - not disturbed. Construct detour left at grade of old road. Old road undisturbed.		

S-494(5) Deschutes R. Canyon Sec., of 1971
Jordan Rd., SW of Madras (access to Cove
#7665 Palisades Park) (Grad. & pav.)

CVA 4314 9-27-71

*fas 16-111
Jeff Co*

Salem
January 21, 1976

Robert H. Prange
Rural Engineer

Mr. Dave Fenton
Region 4 Federal Aid Engineer
BEND

Contract 7665
Deschutes River Canyon Section
FAS 16-111 (formerly FAS 660)
Jefferson County

S-494(5)

Two copies of the statement of final costs for the subject project are attached. Would you forward them to the County and inform them that they will receive a refund in the amount of \$8,332.36 per agreement dated April 21, 1970.

HR:dp

Attachment

4

☐ ENGR.	☐ ASST.	☒ OE	☒ AE	☐ UE
☐ UPE	☐ CE	☒ RE	☐ RPE	☐

OREGON STATE HIGHWAY DIVISION

Form A-191--(11-71)
RP-67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Jefferson County Court

Courthouse

Madras, OR 97741

Attention of Honorable Herschel Read
County JudgeRequest No. (assigned by staff
engineer or head of section) cc 1538

Date January 21, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any)

(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Deschutes River Canyon Section
Jordan Road
FAS 16-111 (formerly 660)

Covered by agreement dated 4/21/70

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		County's advance deposit	\$51,700.00	
		Amount previously transferred	38,700.00	
		County's share of construction costs	\$43,367.64	\$13,000.00
		Amount previously transferred	38,700.00	4,667.64
		To be refunded to County		\$ 8,332.36

If payer has made payment for this
service, indicate the amount of payment.

\$

Credit distribution:

516-1044-297

If payer has made a deposit with the Highway Division to
guarantee payment, indicate the amount of the deposit. \$ 38,700.00

Submitted by:

Robert H. Frange, Rural Engineer

Is this a partial or final request for billing?

Final

Approved:

If there have been any previous requests for
billing in connection with this same service,
indicate the total amount of all previous requests.

\$ 51,700.00

Regional Engineer

Give the number of the last previous request
in connection with this same service.

cc 1283

Approved:

Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

RECEIVED
JUL 27 1972

FOR FILING

76165

July 26, 1972

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

Gentlemen:

Contract No. 7645 awarded to Hubler Bros., Inc., for work on the Deschutes River Canyon Section of FAS 660 in Jefferson County was completed on May 25, 1972, and accepted by the Highway Commission on July 25, 1972.

Final payment in the amount of \$3,000 will be released to the contractor after July 31, 1972. The total contract amount is \$223,336.00 including \$723.00 for work performed under firm account.

No claims for labor or material have been filed with us.

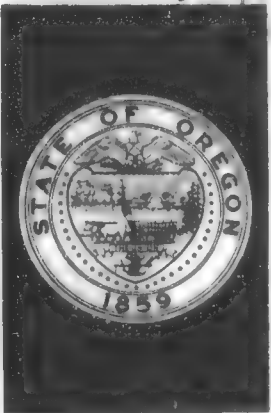
Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc

Hubler Bros., Inc.,
4617 S. E. Milwaukee Ave.
Portland, Oregon 97202

cc C. T. Kasey
Walt Hart
V. E. Shong
Attn: John Herr
J. F. Feltman



**OREGON STATE
HIGHWAY DIVISION**

7665
HIGHWAY BUILDING

SALEM, OREGON • 97310

DATE **July 25, 1972**

TO Oregon State Highway Commission

FROM ^{ORIGINAL SIGNED}
Tom ~~Edwards~~ ^{Edwards}
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7665, Work Completed May 25, 1972

Project Deschutes River Canyon

Highway FAS 660, County Jefferson

Type of Work Grading and Paving

Contractor Babler Bros., Inc.

Recommended Acceptance Date July 25, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on August 8 for your formal concurrence.

VG:dg

cc **Floyd Query**
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

*Security letter
written 7-26-72
dr.*

**NOTED
FLOYD QUERY**

7665

5

FORM E-1 (REV 10-69)		SECTION Deschutes River Canyon		WEEK ENDING June 10, 1972	
OREGON STATE HIGHWAY DIVISION		HIGHWAY FAS 660		SECTION PREFIX 516-1044	
FIELD ENGINEER'S WEEKLY REPORT		COUNTY Jefferson			
FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION		KIND OF WORK Grading & Paving			
NAME OF JOB Deschutes River Canyon		CONTRACT NUMBER 7665		FEDERAL AID PROJECT NUMBER 8494(5)	
CONTRACTOR Babler Brothers Inc		DATE WORK STARTED November 30, 1971		ESTIMATED COMPLETION DATE	
DATE OF CONTRACT November 5, 1971		SPECIFIED WORK DAYS WORKDAYS 140		WORK DAYS USED	
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION		SPECIFIED CALENDAR DAYS		CALENDAR DAYS USED 98	
PROJECT AUTHORIZATION: 258,711.90		SPECIFIED COMPLETION DATE		PERCENT OF TIME ELAPSED 57	
EXCLUSIVE OF ENGINEERING: 238,197.30		ENGINEERING AUTHORIZATION 20,541.60		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 224,574.48		ENGINEERING COST TO DATE 21,329.53		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 95	
ESTIMATED PERCENT: ~~X UNDER~~ 5.7%		PERCENT OF AUTHORIZATION 103.8%		DATE PROJECT WAS COMPLETED: May 25, 1972	
ESTIMATED PERCENT COMPLETE (ROADWORK)					
CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD
				100	100
		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM
					PAVING
MILES IN PROJECT					2.82
MILES PARTIALLY COMPLETED					2.82
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					14,100 ton
TOTAL QUANTITIES CORRECTED TO DATE					14,120 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					14,120 ton
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					
EQUIPMENT USED DURING THE WEEK: None					
ESTIMATED PERCENT COMPLETE (STRUCTURES)					
BRIDGE NO.					
PERCENT					
	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY	
SUNDAY 4	Clearing				
MONDAY 5	Fair				
TUESDAY 6	Showers				
WEDNESDAY 7	Showers				
THURSDAY 8	O/cast				
FRIDAY 9	Part O/cast				
SATURDAY 10					

RECEIVED JUN 12 1972

CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	June 4	No activity
MONDAY	5	No activity
TUESDAY	6	No activity
WEDNESDAY	7	No activity David Carter (Fed. Hwy. Adm. Repr.) inspected project.
THURSDAY	8	No activity
FRIDAY	9	Semi-final estimate submitted to Region office.
SATURDAY	10	

REMARKS

FINAL WEEKLY REPORT

SIGNED W. W. Robertson LOCATION Bend
W. W. Robertson

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

RECEIVED
JUN 6 - 1972

FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

7665

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **June 2, 1972**

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

**Federal-aid Project
No. 8-494(5)**

FROM George M. Baldwin
Administrator of Highways
by ORIGINAL SIGNED BY
L. H. Young D. ASBURY
Programing Engineer

SUBJECT **Request; Contract Work Completed**

Contract 7665 Work Completed May 25, 1972

Project Deschutes River Canyon

Highway FAS 660

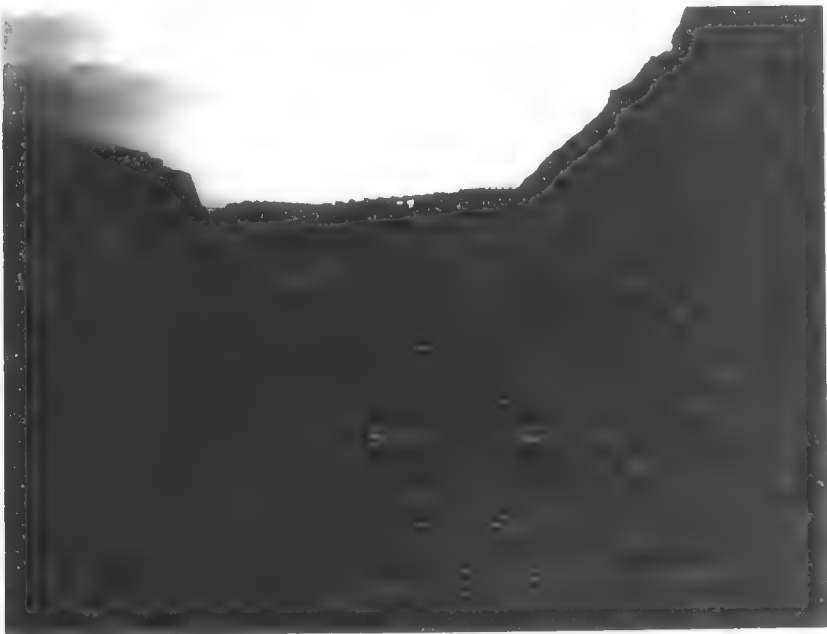
County Jefferson

VJ:dgk

RECEIVED
COUNTY & CITY SECTION
MAY 18 1972
☐ ENR. ☐ COOR. ☒ DE ☐ AL ☐ UE
☐ UPE ☒ CE ☐ NE ☒ RPE ☐

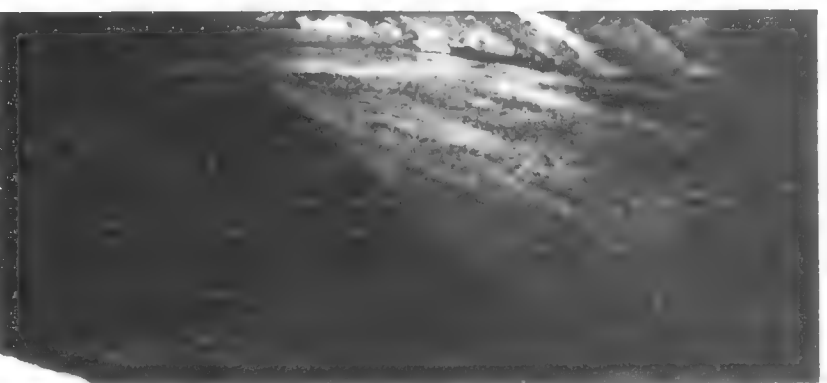
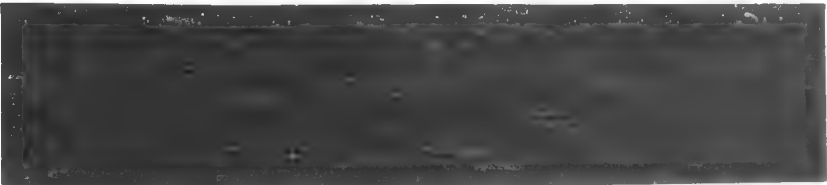
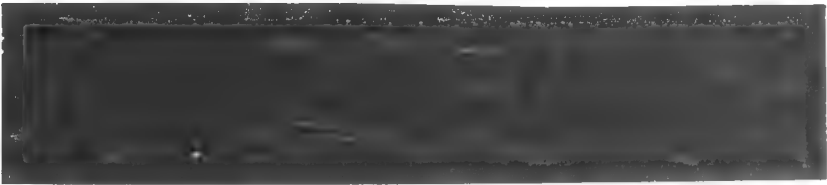
5-15-72

Deschutes Canyon Sec.

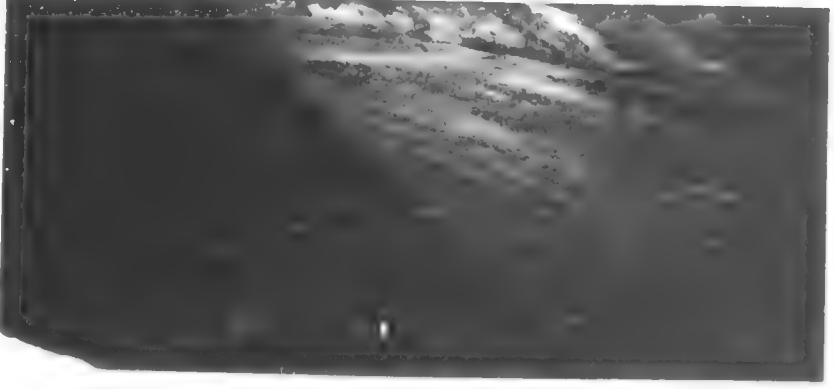
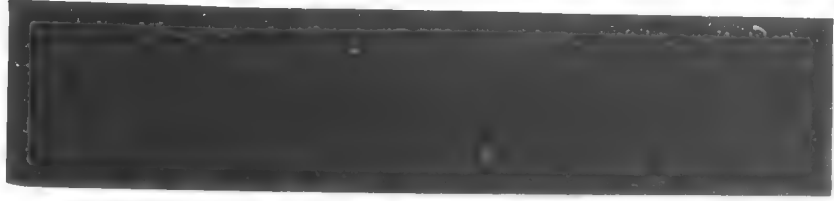
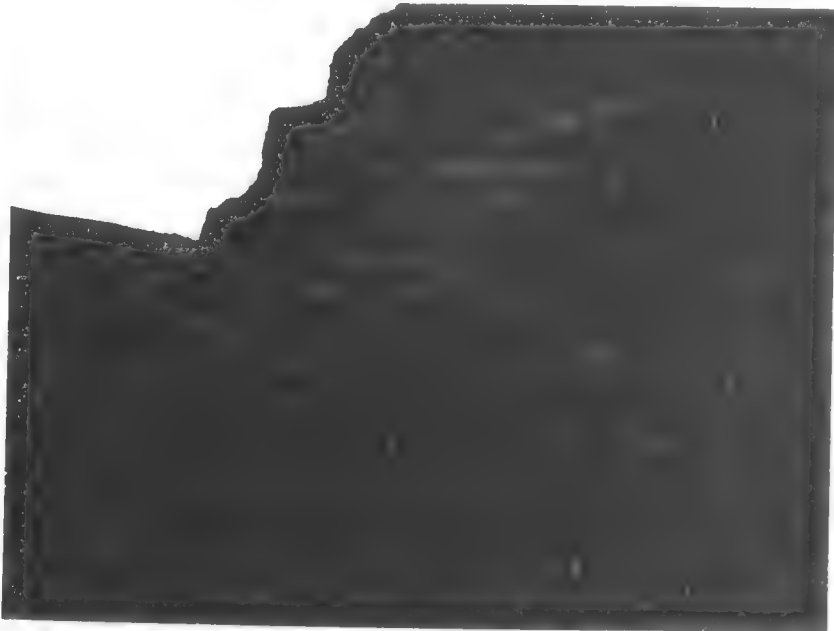


FAS 660

Jefferson
County



RECEIVED
COUNTY & CITY SECTION
MAY 10 1972
☐ ENGR. ☐ CORR. ☒ DE ☐ AE
☒ UPE ☒ CE ☒ RE ☒ RPE



FAS 660

Jefferson
County

RECEIVED

COUNTY & CITY SECTION

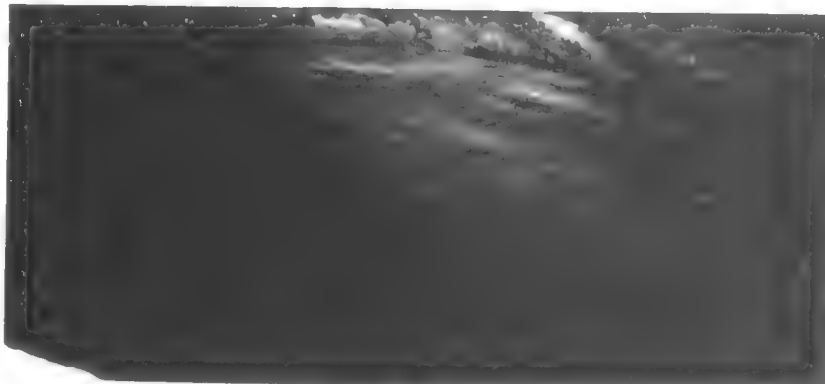
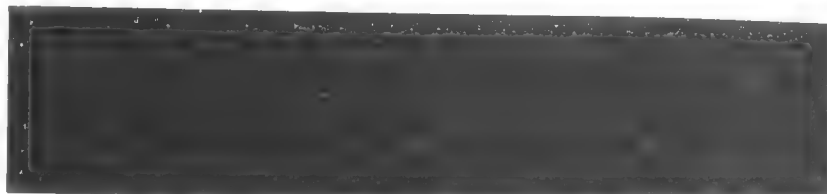
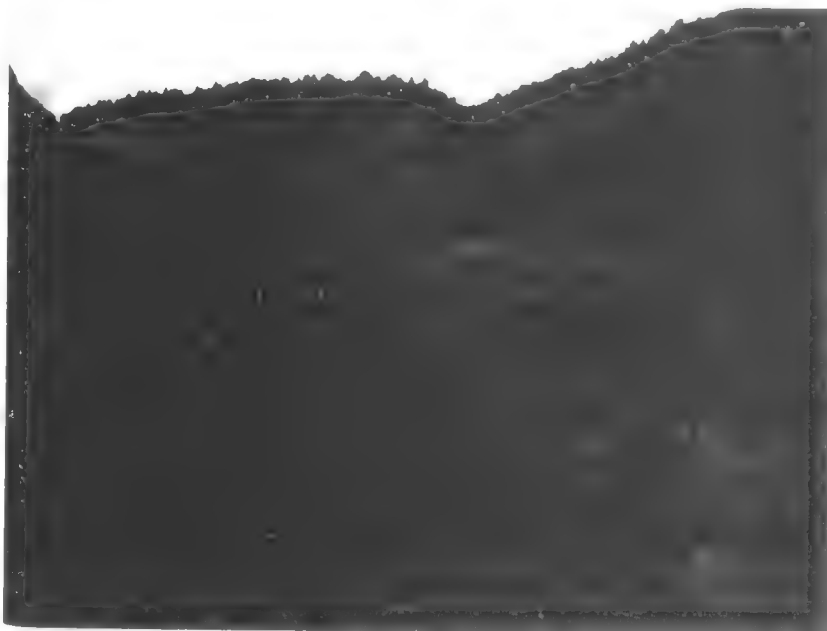
MAY 19 1972

☐ ENGR. ☐ CORR. ☒ DE ☐ AL ☐
☒ UPE ☒ DE ☐ RE ☒ RPE ☐

FAS 660

Jefferson

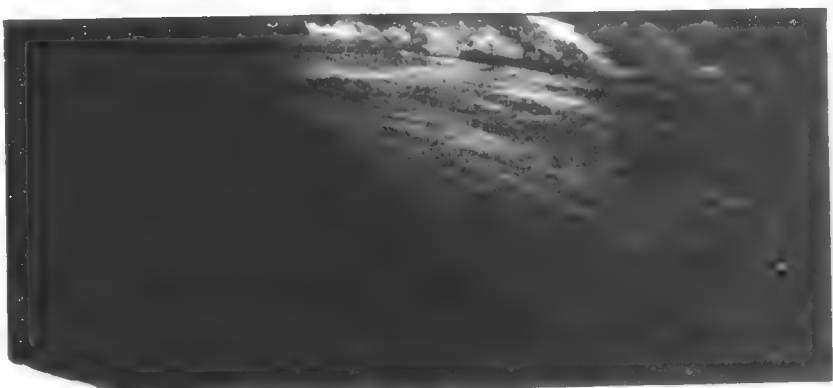
County



CRASH. ☐ WIND. ☐ RAIN. ☐ HAIL. ☐ FOG. ☐ UPE ☒ CE ☐ DE ☐ RPE

FAS 660

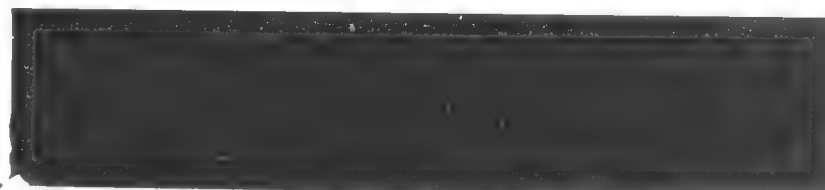
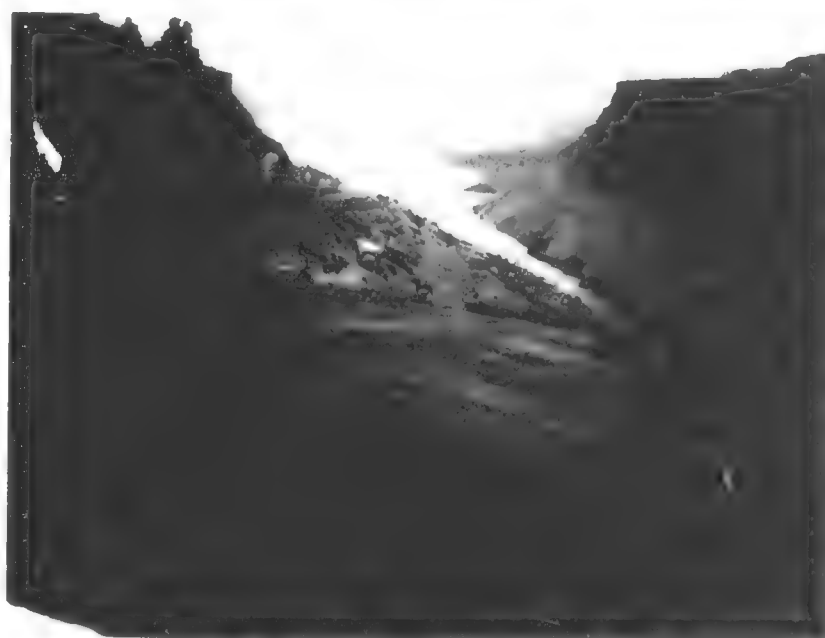
Jefferson
County



FAS 660

Jefferson

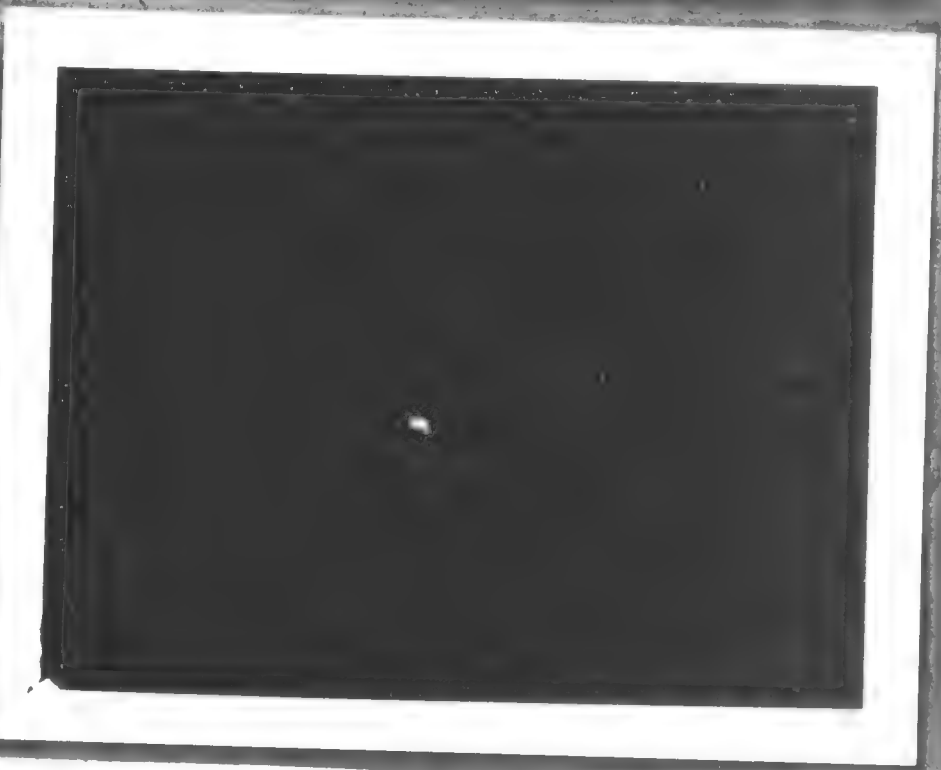
County



FAS 660

Tefferson

County



STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 11-117	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 11-24-71	STATE Oregon
PROJECT REPORT NO. 76653		COUNTY Jefferson
		PROJECT NO. S-494(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. approx. 6.5 mi. NW of Culver SW 2.5 mi.
(Deschutes River Canyon Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-6-71	2.797
OTHER (Specify)		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
\$ 257,711.00	\$ 163,775.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Department)

By R. Klabe

Assistant State Highway Engineer

(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. E. Simpson

For: R. E. Simpson

(Division Engineer)

Date executed by
Division Engineer

NOV 24 1971

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized by Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The

contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however*, that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: *Provided*, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right-of-way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

November 18, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Project No. S-494(5)
Deschutes River Canyon Section

Dear Sir:

We are forwarding four copies each of project agreement estimate and project agreement for the subject project. Two copies of the project agreement have been signed by a Highway official.

In compliance with Mr. Whittion's Circular Memorandum, May 25, 1964, subject: "Consideration of the overall interests of the public in the Federal-aid highway programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding this project.

The specifications and proposal contain certifications conforming to Mr. J. M. O'Connor's memorandum of February 23, 1968 in regard to nonsegregated facilities.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

Enclosures

JG:dg

Oregon State Highway Division

Federal-Aid
Project No. S-494(5)

DESCHUTES RIVER CANYON SECTION ON
COUNTY FAS ROUTE 660 IN JEFFERSON COUNTY

Salem, Oregon, November 18, 1971

Project Agreement Estimate.

Type Code 6201

Roadway (Sta. -6+00 thru Equa. 0+00=0+00 to Sta. 145+38)

Furnishing Field Laboratory Building	1 only	1,000.00	\$ 1,000.00
Temporary Protection and Direction of Traffic	All Required		2,500.00
Moving Cost	All Required		3,000.00
Motor Grader	200 hr.	23.00	4,600.00
Tractor with Dozer	150 hr.	35.00	5,250.00
Front End Loader	150 hr.	25.00	3,750.00
Dump Trucks	300 hr.	17.00	5,100.00
Labor	300 hr.	10.00	3,000.00
Watering	110 M-gal.	8.00	880.00
Structure Excavation	1,900 cu.yd.	12.00	22,800.00
Cold Mix Asphalt Concrete Mixture	14,100 ton	5.00	70,500.00
Liquid Asphalt in Mixture	920 ton	42.00	38,640.00
3/4" - 0 Aggregate in Prime Coat	370 cu.yd.	6.00	2,220.00
Liquid Asphalt in Prime Coat	65 ton	60.00	3,900.00
Metal Bin Type Retaining Wall, Sta. 45+90 to Sta. 47+19	All Required		9,000.00
Metal Bin Type Retaining Wall, Sta. 53+60 to Sta. 54+39	All Required		4,500.00
Metal Bin Type Retaining Wall, Sta. 62+33 to Sta. 65+27	All Required		13,500.00
Metal Bin Type Retaining Wall, Sta. 70+80 to Sta. 72+61	All Required		19,750.00
24-inch Culvert Pipe	20 lin.ft.	15.00	300.00
Guard Rail, Type 2	2,450 lin.ft.	4.00	9,800.00
Roadside Seeding & Mulching	3 acre	500.00	1,500.00
			\$225,490.00
Flagging (60% of Contractor's Cost)	All Required		\$ 2,250.00
Temporary Erosion Control	All Required		200.00
			\$ 2,450.00

Subtotal	\$227,940.00
*Engr. & Cont.	29,771.00
Total	<u>\$257,711.00</u>

*Reduced in accordance with paragraph 5 (project field office) of PPM 30-6.

Length of Roadway - - - -	2.728 miles	
Length of Structure - - -	0.069 mile	(Exception)
Total - - -	<u>2.797 miles</u>	

Cost of Roadway Per Mile- \$94,468.84

SUMMARY OF FUNDS

Fedraal Funds - - - - -	\$163,775.00
State Funds - - - - -	46,968.00
County Funds - - - - -	46,968.00
Total Cost - - - - -	<u>\$257,711.00</u>

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
 Chap. 529, Laws 1939.
 State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7665

Prefix 516-1044

RECEIVED
NOV 28 1971

S-494 (5)
7665

November 23, 1971

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7665 for work on
the Deschutes River Canyon Section
of FAS 660 in Jefferson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

bc F. D. Morgan
I. D. Merchant
L. H. Young
Attn: Vince Gallagher
J. P. Putnam
R. H. Clark

OREGON STATE HIGHWAY DEPARTMENT FORM A-180 (3-64)		HIGHWAY DEPARTMENT INVOICE		NO. 107746									
DATE 11-16-71	BILLING REQ. NO. 1073	YOUR ORDER NO.	CREDIT DISTRIBUTION 51-101,507										
Jefferson County Courthouse Salem, Oregon 97310			MAKE CHECKS PAYABLE TO THE OREGON STATE HIGHWAY DEPARTMENT SEND REMITTANCE TO: OREGON STATE HIGHWAY DEPARTMENT STATE HIGHWAY BUILDING SALEM, OREGON 97310										
<table border="1"> <thead> <tr> <th>DESCRIPTION</th> <th>QUANTITY</th> <th>UNIT PRICE</th> <th>TOTAL PRICE</th> </tr> </thead> <tbody> <tr> <td> Attention: Russell Summer Advance Deposit Partial transfer of the advance deposit for the Deschutes River Canyon Section, Jordan Road, FAS 660. Covered by agreement dated 4-21-70. To be retained </td> <td> RECEIVED COUNTY & CITY SECTION NOV 1 1971 ☒ ENG. ☒ DES. ☒ M&T ☒ UPE ☒ CE ☒ RE ☒ RPE </td> <td></td> <td> 51,700.00 38,700.00 13,000.00 </td> </tr> </tbody> </table>						DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE	Attention: Russell Summer Advance Deposit Partial transfer of the advance deposit for the Deschutes River Canyon Section, Jordan Road, FAS 660. Covered by agreement dated 4-21-70. To be retained	RECEIVED COUNTY & CITY SECTION NOV 1 1971 ☒ ENG. ☒ DES. ☒ M&T ☒ UPE ☒ CE ☒ RE ☒ RPE		51,700.00 38,700.00 13,000.00
DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE										
Attention: Russell Summer Advance Deposit Partial transfer of the advance deposit for the Deschutes River Canyon Section, Jordan Road, FAS 660. Covered by agreement dated 4-21-70. To be retained	RECEIVED COUNTY & CITY SECTION NOV 1 1971 ☒ ENG. ☒ DES. ☒ M&T ☒ UPE ☒ CE ☒ RE ☒ RPE		51,700.00 38,700.00 13,000.00										
ACKNOWLEDGMENT OF BILLING REQUEST Cash Received with Request: \$ _____ By _____													

SALEM, OREGON
November 5, 1971

Deschutes River Canyon Section
FAS 660
Jefferson County

Mr. Vern Skoog
Controller
BUILDING

Attn: Mr. John HERR

Herewith is Jefferson County's check (#2470) in the amount of \$51,700, which is the required amount for the advance deposit for subject project. The contract is now clear for award.

HR
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

Att.

cc: Ivan Merchant
L. H. Young

Rec'd.

C. C. Haviland

Date

11-5-71



Jefferson County

Madras, Oregon 97741

RECEIVED
COUNTY & CITY SECTION

NOV 5 - 1971

☐ ENGR. ☒ COOR. ☐ GE ☐ AE ☒ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

November 4, 1971

Oregon State Highway Dept.
County And City Relations
Hiway Building
Salem, Oregon 97310

Attn: Si Cox

Dear Mr. Cox:

Enclosed please find the check in the amount of \$51,700.00 for Jefferson
County's share on the construction of Deschutes River Canyon Section,
Jordon Road FAS 660.

Sincerely,

Elaine L. Henderson
Elaine L. Henderson
County Clerk

FOR

*Deschutes Canyon Section
FAS 660*

3110 51,700.00

BURROUGHS CORPORATION
FOOD DIVISION W -

☒ ENGR.	☒ CORR.	☒ DEPT.	☒ AE	☒ U
☒ OFF	☒ R	☒ RE	☒ E	☒ E

Jefferson County Court
Courthouse
Madras, Oregon 97741

October 29, 1971

Attn: Hon. Herschel Read
Judge

Gentlemen:

On October 28, 1971, a satisfactory bid was received from the Babler Bros., Inc., Portland 97202, for the Deschutes River Canyon Section, Jordan Road, PAS 660. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	\$225,490.00
Flagging	2,250.00
Erosion Control	200.00
134 th Engineering and Contingencies	30,771.90
Estimated Total Cost	\$258,711.90 ✓

County Advance Deposit:

20% of \$258,711.90 = \$51,742.38, or say \$51,700.00.

Please make this advance deposit in the amount of \$51,700.00 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

151 227 (Fed Court)

RECEIVED
NOV 6 - 1971

FOR FILING

S-494(5)
7665

November 5, 1971

Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

The State Highway Commission on November 1, 1971, accepted your proposal for work on the Deschutes River Canyon Section of Jordan Road in Jefferson County for the sum of \$225,490 and referred it to the State Highway Engineer with authority to award the contract as soon as Jefferson County approves the project and deposits \$51,700.

These conditions were fulfilled, and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7663.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc

cc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland
Frank Morgan
Ivan Merchant
J. F. Putnam
R. N. Clark
Wm. Geibel (SAIF)

RECEIVED
NOV 2 - 1971

5-494(5)
7665

November 2, 1971

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

The State Highway Commission on November 1, 1971, accepted your bid in the amount of \$225,490 on the Dashuttes River Canyon Section of Jordan Road in Jefferson County, which was the low bid received for that job on October 28.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as Jefferson County approves the project and deposits \$51,700. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Sks
be

Frank Morgan
Ivan Merchant
J. F. Putnam
R. H. Clark

☒ HRR.	☒ CRR.	☐ CE	☐ AE	☐ DE
☐ UPE	☐ GE	☐ SE	☐ ME	☐ VE

SALEM, OREGON
October 27, 1971

Mr. J. F. Putnam
Region 4 Engineer

BEND

Deschutes River Canyon Section
FAS 660
Jefferson County
Project #8-494(5)

It was intended that the westerly 1,200 to 1,500 feet of this project be lime treated, but was inadvertently omitted from the plans and specifications.

By this letter, we are requesting that you contact the contractor as soon as possible and make the necessary arrangements to have it included in the project.

HR
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

TRANSACTION NUMBERS 10-257 AND 10-208

FORM PR-48
(REV. 7-67)

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(FORM 21-1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATE HIGHWAY DEPARTMENT

DATE

OREGON

10-6-71

BY (Signature)

MR. YOUNG'S SEPTEMBER 23, 1971 LET

TITLE

PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS

☐ FAI☐ FAP☐ FAV☒ EXAS☐ OTHERS

OTHER IDENTIFICATION AND/OR REMARKS (Sign)

LOCATION

WORK

STAGE 1*

ITEM NOS. _____ THRU _____

STAGE 2

ITEM NOS. 1067 THRU 1068

ITEM NO.

PROJECT NOS.

LENGTH (Miles)

TOTAL ESTIMATED COST

FEDERAL FUNDS

LOCATION

WORK

1067 S-589(1)

5.7

285,000

181,000

JUNIPER FLAT (MAUPIN)
SECTIONGRADE, DRAIN AND
LOW TYPE SURFACING.

1068 S-494(5)

2.5

300,000

190,000

DESCUTES RIVER
CANYON SECTIONGRADE, DRAIN AND
HIGH TYPE PAVEMENT.

REMARKS (Division) YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

ON ITEM 1068 THE DEVIATIONS FROM THE MINIMUM DESIGN STANDARDS OF THE APPROVED SECONDARY ROAD PLAN ARE APPROVED SUBJECT TO THE INSTALLATION OF PROPER SIGNING, CENTERLINE STRIPING AND THE INSTALLATION OF ADEQUATE GUARDRAIL AND GUIDEPOSTS THROUGHOUT, WITH SPECIAL ATTENTION GIVEN TO THE APPROACHES TO THE BRIDGE ACROSS THE DESCUTES RIVER.

RECOMMENDED

DATE

SIGNATURE AND TITLE

DATE

SIGNATURE AND TITLE

10-6-71

FOR: R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 9-23

September 28, 1971

(date)

SEP 30 1971

Jefferson County Court
Courthouse
Madras, Oregon 97741

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 660 (Jordan Road) FAS-C
Section Deschutes River Canyon Section: Grade & Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
OCT 11 1971
☒ ENGR. ☒ COOR. ☒ GE ☒ RE ☒ UE
☒ UPE ☒ CE ☒ RE ☒ RPE ☐

Oct 6 1971
(date)

By Herschel Reed

By Linn Olson
Commissioner

By Gordon Galbraith
Commissioner

cc: L. H. Young
Attn: Duane Ridings

10 OCT 28 1971

FOR FILING

5-494(5)
7665

September 27, 1971

Jefferson County Court
Courthouse
Madras, Oregon 97741

Attention: Mrs. Elaine Henderson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 4314

Gentlemen:

Attached for your records is a fully executed copy
of a construction finance agreement pertaining to the
Deschutes River Canyon Section on Jordan Road, FAS 660.

We have retained a fully executed copy of this
agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
Att.

cc H. S. Cox
(agree. att.)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
September 21, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Construction-Finance Agreement
Deschutes River Canyon Section
Jordan Road, FAS 660
Jefferson County

Attached for your signature of approval and the Highway Commission Secretary's certification are three copies of the subject agreement.

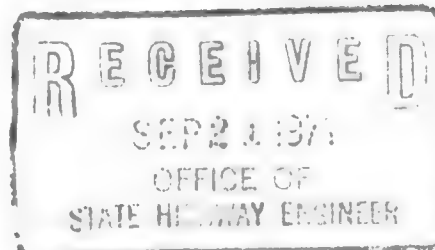
Project approval was received at the April 21, 1970
Highway Commission meeting.

D. N. Harwell

D. N. Harwell
Coordinating Engineer
County and City Section

DNH:ljt
Att.

Stan
please distribute
JS



SEP 27 1971

FOR FILING

S-494(S)
7665

September 23, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are collecting program data for three secondary projects, Item Nos. 1067 through 1069, which we desire to have included in the Federal-aid Secondary Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for these projects on October 20, 1971.

We are enclosing copies of State Clearinghouse review for each project and District 9 and 12 Clearinghouse review for Items 1067 and 1069, respectively. Notice of Intent was sent to District 12 Clearinghouse on April 23, 1970, for Item 1068 and said Notice has been before District 12 Clearinghouse more than 30 days without action, therefore, it is assumed no advance review or comments will be made.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

Encl.

JG:dg

MONTHLY TRANSACTION NO.				FORM PR-1 (REV. 4-61)			
DATE SUBMITTED TO W.O.				9-23-71			
FEDERAL -							

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) Co. Rd. approx. 6.5 mi. N.W. of Culver S.W. 2.5 mi.				ADT	PRESENT 150	FUTURE 250
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., High-type Pave				NATL. FOREST	PH ROUTE NO.	SUPV AGENCY	DA CLASSIF.
CARD 4	CLASS OF FEDERAL FUNDS Secondary				COUNTY NAME			
CARD 5	NAME OF URBAN AREA				ROUTE NO. S			

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK		STEP	TERMINI (Full description)	MILES	ESTIMATED PRO	
				CLASS	TYPE				TOTAL ESTIMATED COST	FEDERAL F
1	(144B)	(118)	41	42	43	48	63	(54)	(56)	(57)
5					PE		Co. Rd. approx. 6.5 mi. N.W. of Culver S.W. 2.5 mi.			
5					ROW		"Deschutes River Canyon Section"			
5					CONST (CODE) 6201			2.5	300,000	190,000
CARD 1	CODE 1	PREPARED BY				PROJECT TOTALS		2.5	300,000	190,000
1	14	PROGRAM APPROVAL DATES						(16)	(23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

9-23-71

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

f Culver S.W.		ADT	PRESENT 150	FUTURE 250	YEAR 91	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 022	ITEM NO. 1068
ROUTE (68)	SUPV AGENCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)	PL. AUTH YR. (73)	PROJECT NUMBER PREFIX LETTER(S) NUMBER S- 23 7 494		SEQ. NO. (5)	I. Projects Only POST MI. DESIG. (13) (24) (26) 27	
COUNTY NAME Jefferson						CODE 031 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2			
ROUTE NO. S 660		FEDERAL-AID 660		STATE Co. Rd. (36) (37)		U.S. (41)				
ESTIMATED PROJECT COST BY PHASES										
MILES (54)	TOTAL ESTIMATED COST (55) (56)		FEDERAL FUNDS (66) (67)		STATE FUNDS (76)		OTHER FUNDS		CHARACTER OF PROPOSED WORK (Full description)	
6.5 mi. S.W.									Gr., Dr., 2-11' lanes high-type pave. with 2' shoulders. Const. bin type ret. walls where necessary. ROW - 60' min.; access control - none; parking restrictions - none.	
2.5	300,000		190,000		55,000		55,000 (Co.)			
PROJECT TOTALS	300,000		190,000		55,000		55,000 (Co.)			
REMARKS										

-OVER-

USCOMM DUSCOMM-DC 48905-P61

DESCHUTES RIVER CANYON SECTION
Project No. S-494(5)

Existing Facility:

Roadway: 24' gravelled surface
Structure: Suspension bridge (364' long, H.C. 14') over the Deschutes River. This structure to remain and be used.

Adjacent Sections: Roadway same as existing facility.

Project Data: Grade and drain 2-11' lanes high-type pavement with 2' shoulders. Construct bin type retaining walls where necessary.

Exception to Minimum Design Standards: The project deviates from standards for horizontal alignment, grades and structure width as set forth in the Highway Division's letter of February 27, 1970 and approved in FHWA memorandum of March 30, 1970.

Right-of-Way: 60' min. (No additional ROW required for this project)

Relocation Assistance Payments: None involved.

Access Control & Parking Restrictions: None

System Action: Completed.

Railroads, Airports, Water Developments: None involved.

Historical & Recreational Areas: Project is partially within the boundaries of the Cove Palisades State Park, but will not require additional right-of-way beyond that presently occupied by the existing roadway.

Public Hearings: Opportunity to request a hearing advertised on July 15 & 22, 1971. Informed by County Court on August 10, 1971 that no requests were received.

Social, Economic & Environmental Effects Considered: Yes, and "Negative Environmental Statement" concurred in as of August 23, 1971.

Location/Design Approval: Granted September 2, 1971 under provisions of Secondary Road Plan.
Clearinghouse Approval:

- a. State - - - - - May 15, 1970
- b. District 10 - - - - - Notice of Intent was sent April 23, 1970, and has lain before the Clearinghouse for more than 30 days without action, therefore, it is assumed there will be no adverse review or comments.

Route Data: This is a recreation and mail route.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

SEP 2 1971

SEP 2 1971

S-494(5)
7665

September 23, 1971

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-aid funding of the following Secondary projects:

Item No.	Project No.	Name
1067	S-500(1)	Juniper Flat (Lumpin) Section
1053	S-494(5)	Reschutes River Canyon Section
1069	S-496(4)	Imperial Jet-Middle Fork Juniper Canyon Section

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.

JG:dg

cc: R. N. Chase
B. L. Gifford

ADT 150
250

DHV 30
50

SAFETY: _____

MEMO TO R. N. CHASE

Date: September 10, 1971

FAS 660, Jefferson COUNTY, Deschutes River Canyon SECTION

TERMINI: Beginning at a point on top of the west wall of the Deschutes River Canyon approximately 1.6 miles west of the Deschutes River Bridge in Cove Palisades State Park.

PROPOSED WORK: Grade, drain, base, and pave

PROJECT LENGTH: Approximately 2.5 miles

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	300,000	180,000	60,000	60,000	

EXISTING FACILITIES: Narrow, winding gravelled roadway

ADJACENT SECTIONS:

NORTH/EAST END:

24-foot gravelled roadway

SOUTH/WEST END:

PROJECT DATA: Grade, drain, base and pave a roadway 26 feet in width. Paving to be a bituminous oil mix.

RIGHT-OF-WAY: Minimum 60 feet

ACCESS CONTROL: None

RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: See letter to FHWA dated Feb. 27, 1970 and the reply dated March 30, 1971. This also includes an exception for a narrow bridge over the Deschutes River.

SYSTEM ACTION: Completed

PUBLIC HEARING: No request for a hearing. Notice published 7/15/71 and 7/22/71.

UNUSUAL OR COMPLICATED SITUATIONS: This project will traverse up the westerly wall of the Deschutes River Canyon.

ROUTE DATA:

This is a recreation and mail route.

Park and recreation area affected Yes, this will improve part of the main road through the park but will be within the existing route.
Relocation assistance No one moved

Social, economic & environmental effects considered Yes
Location and design approved 9/2/71
Clearinghouse approved 5/15/71

Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.

Negative Declaration 8/23/71
Hearing Certification 8/13/71

HR:lat

☒ CNRM.	☒ CUUM.	☒ UE	☒ AF	☒ UE
☒ UPE	☒ CE	☒ RE	☒ RPE	☐

Sept 10

MEMO TO THE FILE
September 10, 1971

Deschutes Canyon Section
Jordan Road, FAS 660
Jefferson County

Pursuant to ORS Chapter 376, Section 2, Subsection 2(b) and (c), footpaths and bicycle trails are not required to be established if the cost of establishing footpaths and bicycle trails would be excessively disproportionate to need or probable use and where sparsity of population indicates an absence of any need for such paths or trails.

Because of the disproportionate costs, lack of need or probable use, and sparsity of population, it is not planned to establish footpaths or bicycle trails in connection with the subject project.

H. S. Cox
County and City Engineer

By



R. H. Prange
Rural Engineer
County and City Section

RHP:lat

cc: F. B. Klaboe
L. H. Young
F. L. Hall
W. H. Tebeau
W. J. Hart

SEP 22 1971

SEP 22 1971

FOR
S-494(5)
7665

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 1

Section: Deschutes Canyon
Highway: F.A.S. 660
County: Jefferson
Prefix: 516-1462

Res. Engr. R. H. Clark
Approx. Length
Sta. to Sta.
Date September 7, 1971

Mean Truck A.D.T. 20
Traffic Coefficient 5.6
18 kip s. a. per day 2.6

Annual Precipitation 11"± (Metolius)
Frost Penetration 32"± West End
CBE Total Requirement 17.5"

(1) (2)

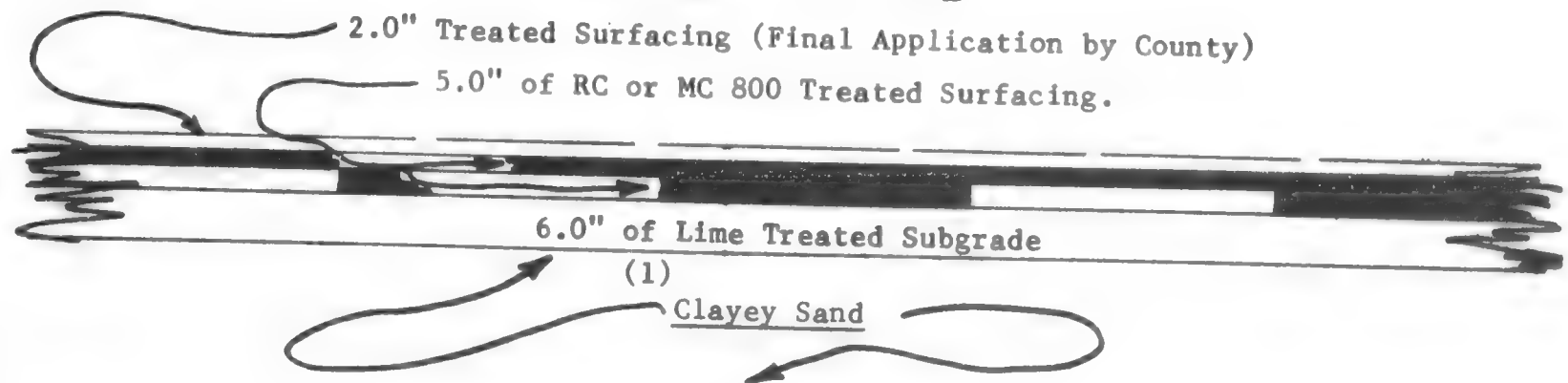
Typical Soil		
43	LL	41
23	PI	0
94	%P 10	97
58	%P 200	34
6	% Gravel	3
11	% C Sand	37
25	% F Sand	25
30	% Silt	29
28	% Clay	6
13	R Value	40
A-7-6	AASHTO Classif.	A-2-5

Materials Source:
To be determined
by the Engineer.

Credit	Actual Thick.	Component
3.5	2.0	T.S. (F.A.)
9.0	5.0	T.S. (I)
5.0	6.0	L.T.S.
17.5"	13.0"	

(1) STRUCTURAL SECTION
"NEW WORK"

West end to Sta. 6+00±



See Page 2 for remarks.

(over)

NOTED
F. B. KLABOE

F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

Submitted by *G. J. [Signature]*
Recommended by *[Signature]*
Recommended by *W. A. [Signature]*
Approved by *[Signature]*
Asst. State Highway Engineer

STRUCTURAL SECTION

"NEW WORK"

Sta. 6+00± to 145+00±

CBE Requirement *13.0"

Credit	Actual Thick.	Component
3.5	2.0	T.S. (F.A.)
9.0	5.0	T.S. (I)
12.5	7.0	

2.0" Treated Surfacing (Final Application by County).

5.0" of RC or MC 800 Treated Surfacing.

(2)

Silty Sand

*Minimum for Traffic Classification.

STRUCTURAL SECTION

Credit	Actual Thick.	Component

SECTION: Deschutes Canyon

HIGHWAY: F.A.S. 660

COUNTY: Jefferson

"OTHER ROADS"

Traffic Coefficient	Treated Wearing Surface	Aggregate Base	Aggregate Base	LTS	"CBE" Total Requirement	Actual Thickness
West end to Sta. 6+00±						
5.5	7.0"	----	----	6.0"	17.0"	13.0"
Cars Only	4.0"	----	----	6.0"	12.5"	10.0"
Sta. 6+00± to east end Sta. 145+00±						
5.5	7.0"	----	----	---	12.5"	7.0"
Cars Only	6.0"	----	----	---	11.0"	6.0"

Remarks:

A full depth treated section has been selected to conserve aggregates, and to minimize the amount of material hauled over narrow access roads with steep grades.

A chip seal is to be placed by Jefferson County about one year after construction.

Use of RC or MC is dependent upon the weather.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Treated Surfacing	=	1.8"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSISSECTION: Deschutes CanyonHIGHWAY: F.A.S. 660COUNTY: Jefferson150 Present ADT (19 71)10 Percent Trucks

<u>AXLES</u>	<u>TWO WAY TRUCK ADT</u>	<u>EXPANSION FACTOR</u>	<u>TOTAL TADT</u>	<u>MEAN TADT</u>	<u>ONE WAY EWL</u>	<u>AVERAGE ANNUAL EWL</u>
2	<u>12</u>	<u>1.6</u>	<u>19</u>	<u>16</u>	450	<u>7,200</u>
3	<u>3</u>	<u>1.6</u>	<u>5</u>	<u>4</u>	1000	<u>4,000</u>
4	<u>--</u>	<u>---</u>	<u>--</u>	<u>--</u>	1250	<u>----</u>
5	<u>--</u>	<u>---</u>	<u>--</u>	<u>--</u>	3180	<u>----</u>
6	<u>--</u>	<u>---</u>	<u>--</u>	<u>--</u>	2570	<u>----</u>

20 TOTALTOTAL AVERAGE ANNUAL DESIGN EWL 11,200TWENTY YEAR EWL 224,000TRAFFIC COEFFICIENT 5.6

SECTION: Deschutes Canyon

HIGHWAY: F.A.S. 660

COUNTY: Jefferson

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
Remarks: _____
5. Cost Comparisons: None made---See Item 10.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil Mat
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks Page 2.
10. Stimulation of Competition: Traffic does not warrant the use of C.R.P.C.C.
11. Construction Consideration: Not a consideration for this project.
12. Municipal Preference, Participating Local Government Preference, and
Recognition of Local Industry: County prefers this surfacing type.
13. Traffic Safety: Not a consideration for this project.
14. Availability of an Adaption of Local Materials or of Local Commercially
Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

See remarks on Page 2.

7665

September 3, 1971

PIONEER

MADRAS, OREGON 97741

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in Jefferson County, Oregon, relative to the proposed improvement of the Deschutes Canyon Section on Jordan Road.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, September 9, 1971, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication for the date of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. J. F. Putnam, Regional Engineer, 382-1911, Bend.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

BHP:lat
Att: Notice

cc: Federal Highway Administration
Program and Planning, 2
Accounting Section: (516-1462-980)
County and City Section
Public Information
J. F. Putnam, Regional Engineer

R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
V. D. Wolfe
L. H. Young
P. L. Hall
R. N. Chase
E. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, at the request of the Jefferson County Court, has approved the location and design of the Deschutes Canyon Section on Jordan Road, effective September 2, 1971.

The proposal consists of grading, draining, basing and paving 26 feet wide, approximately 2.5 miles long on Jordan Road along the Deschutes River arm of Lake Chinook.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * *

FHP: LAC
9/3/71

PIONEER, Madras

RECEIVED
SEP 9 - 1971

FORM 8-30 (REV. 10-69)

FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
September 2, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

SUBJECT: Deschutes Canyon Section
Jordan Road, FAS 660
Jefferson County

BUILDING

Attached is a location-design approval form for the subject FAS-C project. Please return an approved copy to this office for filing with all other related documentation pertaining to Federal Statutes and FHWA memoranda.

retd
9-8-71

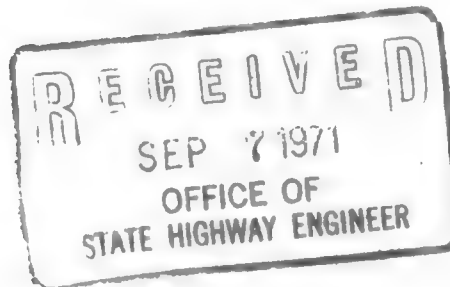
We will proceed to place the required notices in the proper news media.



Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt
Att.

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor Wolfe
F. L. Hall
L. H. Young
R. N. Chase
B. L. Gifford



LOCATION - DESIGN APPROVAL

COUNTY: Jefferson

SECTION: Deschutes Canyon Section

FAS NO.: 660

ROAD NAME: Jordan Road

PROJECT DESCRIPTION: Drain, grade, base, pave and install guardrail from the end of the existing bituminous surface near Cove Palisades State Park southwesterly along the Deschutes River Canyon approximately 2.5 miles.

ESTIMATED COST: \$300,000

HIGHWAY COMMISSION APPROVAL: April 21, 1970

HEARING: Opportunity afforded, no requests received

STATE CLEARINGHOUSE REVIEW: May 15, 1970

SECTION 204 REVIEW: None Required

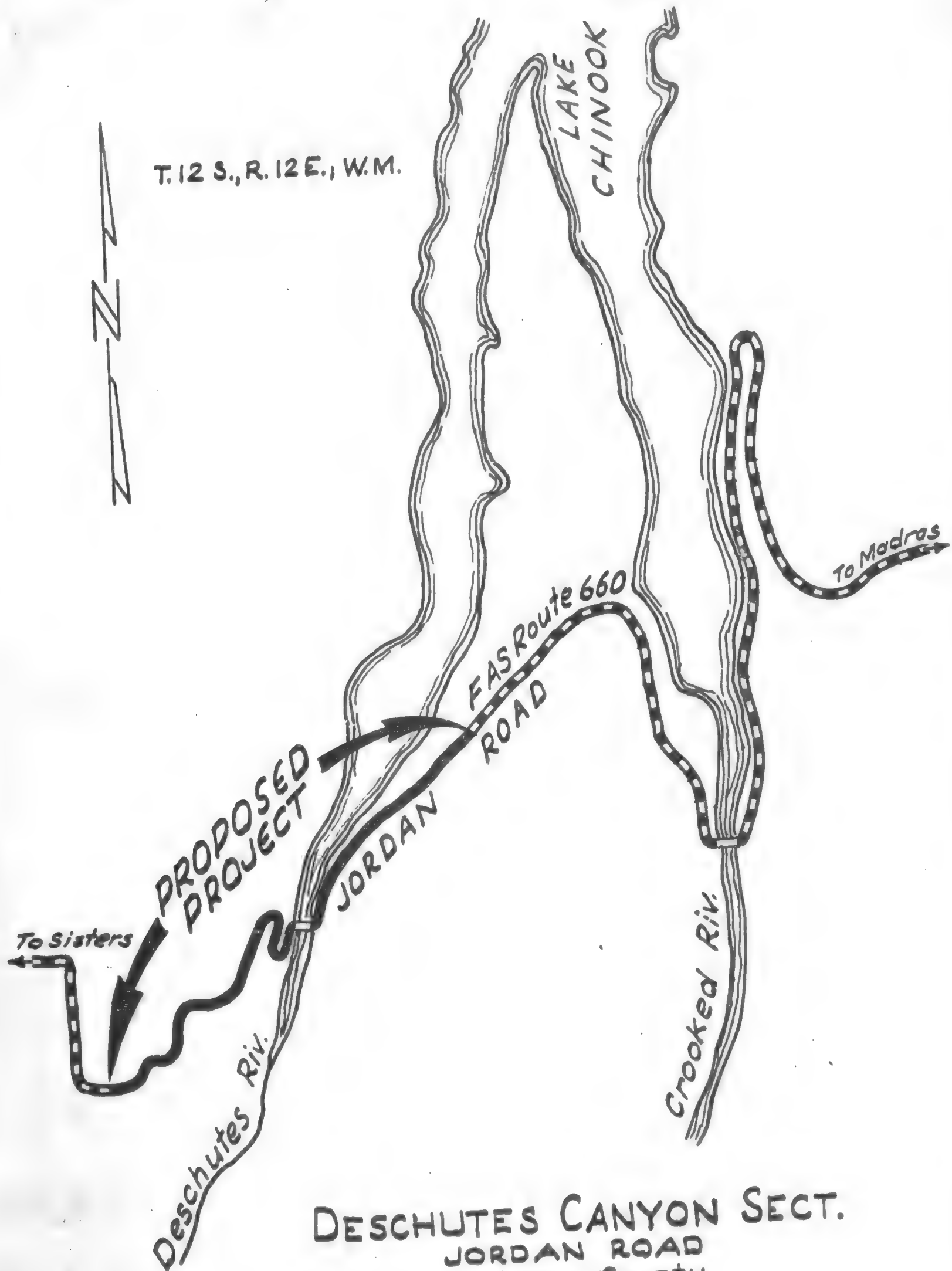
HEARING CERTIFICATION: August 13, 1971 by R. L. Porter

ENVIRONMENTAL STATEMENT: Negative Declaration August 23, 1971 by F. B. Klaboe

REMARKS:

APPROVED: September 2 1971

F. B. Klaboe
Assistant State Highway Engineer



DESCHUTES CANYON SECT.
JORDAN ROAD
Jefferson County

☐ CORR.	☐ CORR.	☐ GE	☐ AE	☐ UE
☐ UPE	☐ GE	☐ RE	☐ RPE	☐

August 20, 1971

PIONEER

Madras, Oregon 97741

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in Jefferson County, Oregon, relative to the proposed improvement of the Deschutes Canyon Section on Jordan Road.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, August 26, 1971, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication for the date of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. J. F. Putnam, Regional Engineer, 382-1911, Bend.

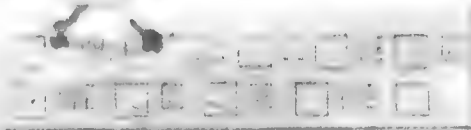
Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:lat
Att: Notice

cc: Federal Highway Administration
Program and Planning, 2
Accounting Section: 516-1462-980
County and City Section
Public Information
J. F. Putnam, Regional Engineer

R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
V. D. Wolfe
L. H. Young
F. L. Hall
R. W. Chase
B. L. Gifford



ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Jefferson County Court, having received no requests for a public hearing and, after study of the engineering, environmental and socio-economic aspects, has requested the Oregon State Highway Division's location and design approval of the Deschutes Canyon Section of Jordan Road in Jefferson County, Oregon.

The proposal consists of grading, draining, basing and paving 26-foot wide approximately 2.5 miles long on Jordan Road along the Deschutes River arm of Lake Chinook.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

RHP:lat
8/20/71

PIONEER, Madras

RECEIVED
AUG 23 1971

FOR FILING

5-494(5)
7665

Salem, Oregon
August 20, 1971

Mr. F. B. Klaboe
Assistant State Highway Engineer

Deschutes Canyon Section
Jordan Road, PAS 660
Jefferson County

B U I L D I N G

The subject environmental impact statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the social, economic and ecological aspects of the project.

If you agree as to the adequacy of this declaration, please indicate concurrence as the FHWA agent for secondary projects by signing each declaration in the space provided and returning same to this office for distribution.

R. D. Asburry
Assistant Program & Planning Engineer

SJC:bb
Attach.

cc: V. D. Wolfe, w/encl.
F. L. Hall
W. H. Tebeau
B. L. Gifford

RECEIVED
AUG 26 1971

FORM 8-30 (REV. 10-67)
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
August 20, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Deschutes Canyon Section
Jordan Road, FAS 660
Jefferson County

This negative declaration is preceding our location-design approval request for this FAS-C project.

LOCATION AND DESCRIPTION OF PROJECT The proposed project is located on Jordan Road along the Deschutes River arm of Lake Chinook (Round Butte Reservoir) approximately 15 miles southwest of Madras.

The proposal consists of grading, draining, and paving 26 feet wide and installation of guardrail on existing grade and alignment. In four locations, metal bin-type retaining walls will be used to gain necessary width and to avoid any disturbance of existing steep slopes. The length of the project is approximately 2.5 miles.

PURPOSE OF PROJECT The purpose of the project is to develop a safer, all-weather, paved route, by extending an existing bituminous surfaced road. The section of roadway to be improved is very narrow in certain locations and the gravel surface has a tendency to become corrugated on steep grades. Due to the extremely rugged terrain in which the road is located, very little can be done to alleviate the present grade and alignment; however, the proposed construction of a paved surface will add immeasurably to the safety of the motorist.

DISCUSSION OF ENVIRONMENTAL IMPACTS Jordan Road is part of an important recreation and scenic route. It serves the large Lake Chinook recreation area including the Crooked, Deschutes, and Metolius Rivers. It also serves a few scattered ranches and some summer home developments.

The most significant effect of the proposed paving project will be in safety to the motorist, particularly in the movement of trailers and campers in the canyon area. Also to be considered is the economic benefit to the County in the reduction of maintenance costs.

Although the proposed project is partially within the boundaries of The Cove Palisades State Park, there will be no acquisition of additional right-of-way beyond the present 60 foot width.

Mr. F. B. Klaboe

-2-

August 20, 1971

Minor inconveniences and delays will be imposed on the road user during construction; however, it is planned to contract the project in late fall after the recreational (camping, hunting, fishing) seasons have ceased and traffic is light. Adequate signing for temporary protection and direction of traffic will be provided.

Necessary precautions will be taken during construction so that there will be very minimal, if any, detrimental impact on the adjacent aquatic resources, and the natural environment in general.

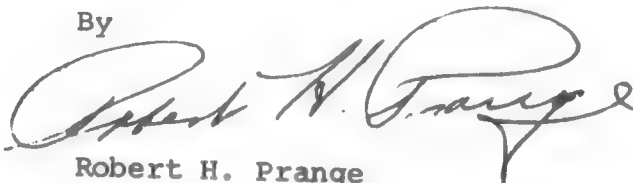
Bicycle trails are not proposed for this project because of a lack of need and/or continuity with other such facilities.

The opportunity for a public hearing was offered by the Jefferson County Court and no requests for a hearing were received.

**BASIS FOR
NEGATIVE
DECLARATION** The proposed project is an important and desirable element in the planned development of the total route. The benefits of the finished project to the county road system will outweigh any temporary inconveniences to the road users. Recreational facilities will be enhanced, and any detrimental effects to the local environment will be negligible; therefore, approval of this negative declaration is justified.

H. S. Cox
County and City Engineer

By

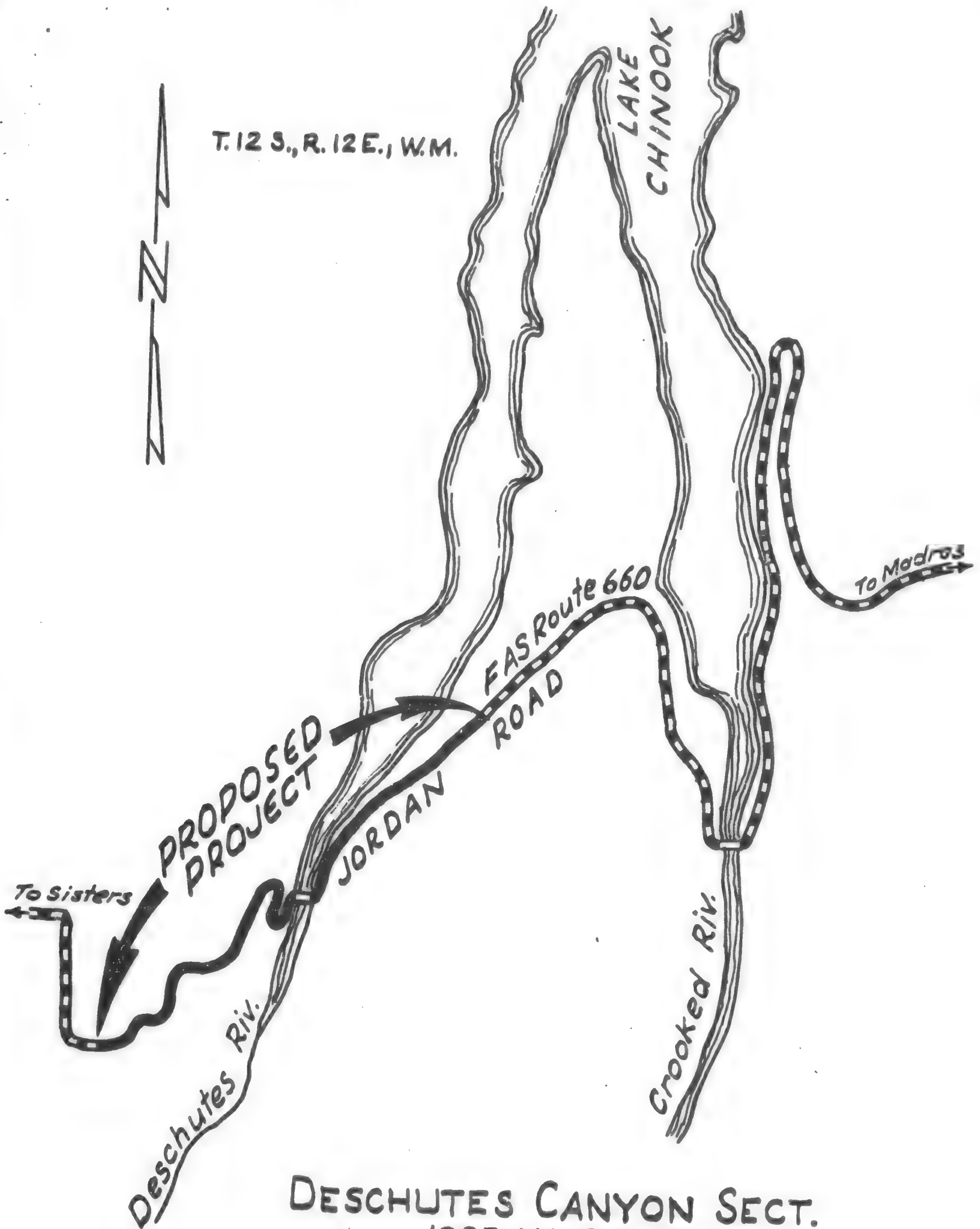


Robert H. Prange
Rural Engineer

RHP:ljt

Endorsement of Oregon State Highway Division

Concur  Date 8-23-71
Asst. State Highway Engineer



DESCHUTES CANYON SECT.
JORDAN ROAD
Jefferson County

RECEIVED
AUG 16 1971
FORM E-30 (REV. 10-69)
FOR FILING

Keep

X

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 13, 1971

To: Mr. R. L. Porter
State Highway Engineer

SUBJECT: Deschutes Canyon Section
Jordan Road, FAS 660
Jefferson County

BUILDING

Attached for your signature are two copies of a hearing certification required by Section 128, Title 23 U.S.C.

We have on file Affidavits of Publication and letters from Jefferson County stating that the opportunity for a public hearing was afforded the public relative to the proposed project and that no one requested a hearing.

If approved, will you please return a signed certification to this office for filing and further distribution.

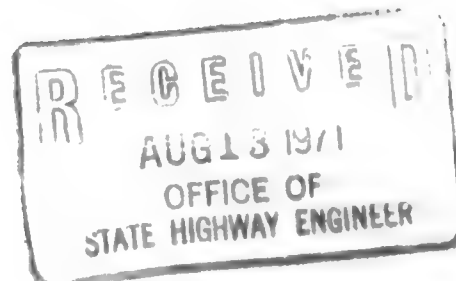
H. S. Cox
County and City Engineer

By

Robert H. Prange
Robert H. Prange
Rural Engineer

RHP:lat
Att.

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
L. H. Young
F. L. Hall
R. N. Chase



Signed & returned
8-13-71
Gen

MEMORANDUM TO THE FILE

Re: Deschutes Canyon Section
Jordan Road, FAS 660
Jefferson County

I certify in behalf of the Oregon State Highway Division that the opportunity to request a location-design hearing was afforded the public relative to the proposed project on the Deschutes Canyon Section on Jordan Road, FAS 660, in Jefferson County, and that no requests for a hearing were received.

I further certify that the Highway Division, with Jefferson County, has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

By

R. L. Pate

Date

April 13, 1971

RHP:lat
8/13/71

Office Memorandum

JEFFERSON COUNTY COURT

To : H S Cox State Highway Department
City-County Engineer

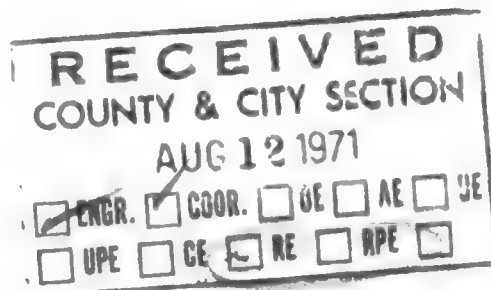
Date: August 11, 1971

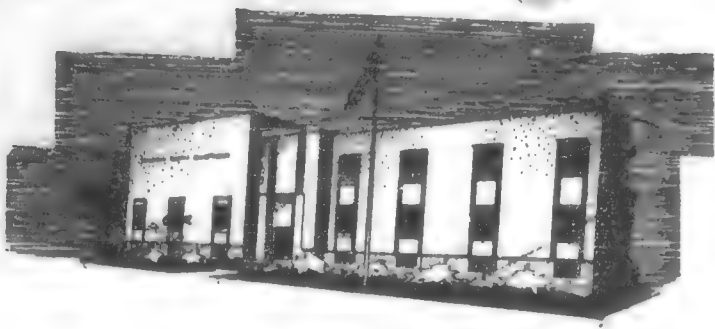
From : Herschel Read, Judge

Subject: Jordan Road, FAS 660

Enclosed:

1. Affidavit of Publication
2. 2 signed copies--Agreement
3. 2 signed copies Right-of-way certificates
4. Letter





Jefferson County

Madras, Oregon 97741

August 10, 1971

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Bldg.
Room 405
Salem, Oregon 97310

Dear Mr. Cox:

In compliance with the letter of July 1, 1971 from your office signed by Robert H. Prange, Rural Engineer, I am presenting evidence of compliance itemized and numbered as your letter indicated.

1. Copy of affidavit of the hearing notice publication and a newspaper article is enclosed.
2. No request for a public hearing was received through August 5, 1971, which date was three weeks after first publication and two weeks after second publication. No public hearings are planned.
3. No informational hearings were held. No informal hearings were held but all inquiries regarding proposed project were carefully and completely answered.
4. Jefferson County has considered the social, environmental and economic effects of the location and the design of the project. Planning studies have not been completed in Jefferson County. Traffic counts have been taken in this project area. In 1968 during the weekend of the opening of trout fishing season recorded ADT was considerably in excess of 800 per day. FAS route No. 660 of which the Jordan Road is a part, has previously had FAS-C funds expended on it and three projects on this route have been completed by the Deschutes National Forest. This route is being developed for recreations in its broad sense and will include sight-seeing, hunting, fishing and access to public camp grounds, boat launching sites on Lake Chinook and to permanent private recreational homes. This will also be a route used in timber harvest but not over this project section.
5. This project will have no adverse effect on the surrounding environment. This project will be an upgrading of an existing road on the existing right-of-way. It will provide a smooth permanent driving surface, stop dust, promote safety by allowing better vehicle control than possible on rough gravel surface. This project

RECEIVED									
COUNTY & CITY SECTION									
AUG 12 1971									
☐ ENR.	☒ COOR.	☐ WE	☐ RE	☐ UE					
☐ UPE	☐ CE	☒ NE	☐ RPE	☐					

will widen the existing road in three particularly narrow spots. There is no existing residences along this section of the Jordan Road so no problems of access will arise nor will dust and noise of construction be a problem. The completion of this project will provide a safer, faster and more effecient movement of traffic with out the stress and damage to vehicles that now occurs.

Very truly yours,

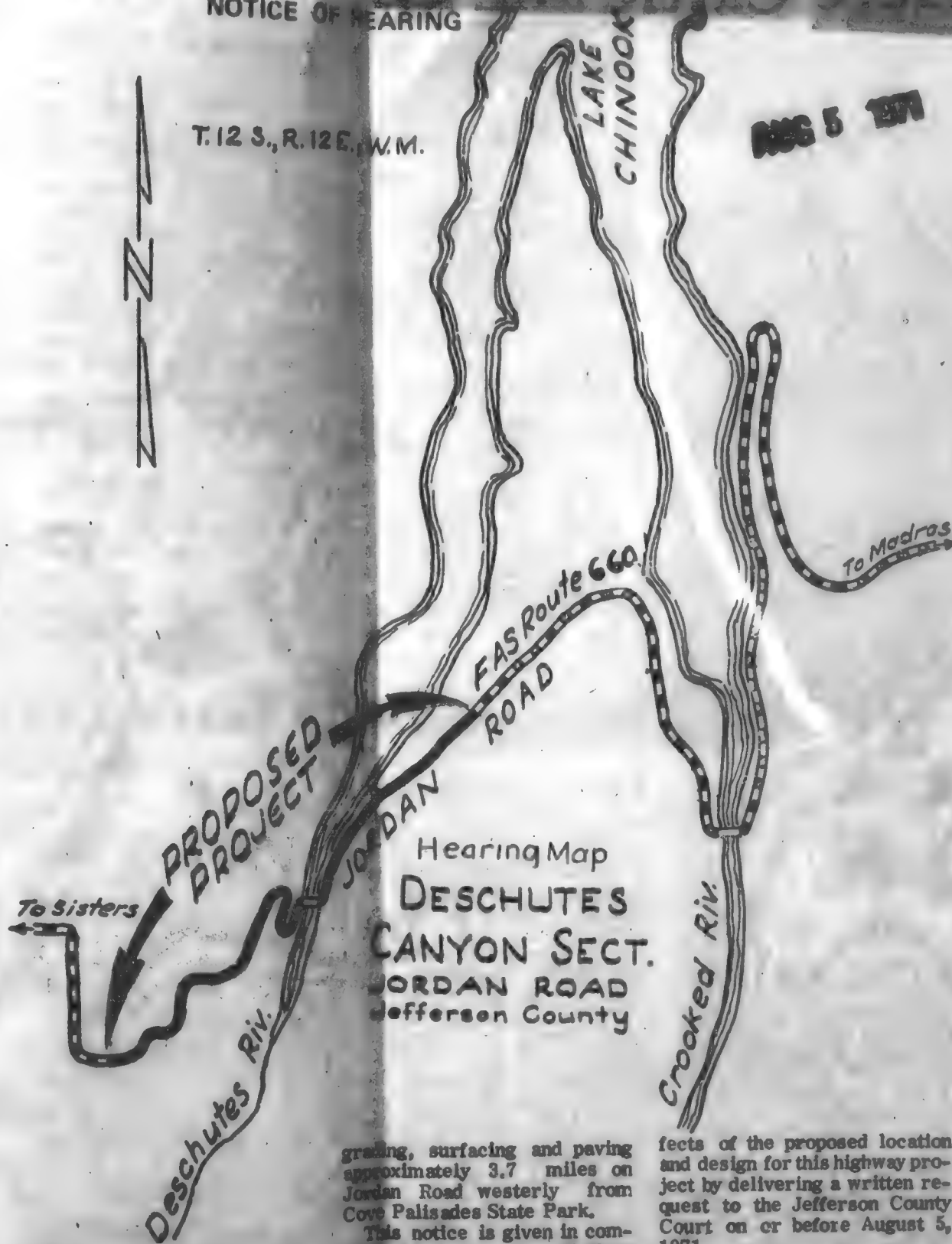
Russell R. Sumner
Russell Sumner
Road Master

Herschel Read
Herschel Read
County Judge

Enc: 2
HR:dc

NOTICE OF HEARING

T. 12 S., R. 12 E., W.M.



ROAD HEARING NOTICE
 Notice is hereby given that Jefferson County has proposed plans for future right-of-way acquisition and construction on the Deschutes Canyon Section of Jordan Road lying in/near the Cities of Madras, Culver and Metolius, Jefferson County, Oregon.
 The proposal consists of

grading, surfacing and paving approximately 3.7 miles on Jordan Road westerly from Cove Palisades State Park. This notice is given in compliance with federal regulations and state statutes pertaining to this type of proposal whereby it is required that public notice be given to enable interested persons to request a hearing on the proposal.
 Any interested citizen may request that a public hearing be held covering the social, economic, and environmental ef-

fects of the proposed location and design for this highway project by delivering a written request to the Jefferson County Court on or before August 5, 1971.
 In the event such a request is received, a public hearing will be scheduled and adequate notice will be publicized regarding the date and location of the hearing.
 Herschel Read
 Jefferson County Judge.
 First publication: July 15, 1971
 Last publication: July 22, 1971

State of Oregon
 County of Jefferson

I, _____
 duly sworn,
 NEER, a notary public,
 193.028; print

that the

annexed, was

successive

July

Subscribed

My commission expires

Affidavit of Publication

State of Oregon,
County of Jefferson ss.

AUG 5 1971

I, William C. Robinson, being first

duly sworn, depose and say that I am the publisher of THE MADRAS PIONEER, a newspaper of general circulation, as defined by ORS 193.016 and 193.020; printed and published at Madras in the aforesaid county and state;

that the Notice of Hearing

_____, a printed copy of which is hereto
annexed, was published in the entire issue of said newspaper for two

successive and consecutive weeks in the following issues: _____

July 15, 22, 1971

William C. Robinson

Subscribed and sworn to before me this 5th day of

August, 1971

Merle Wilson
Notary Public of Oregon.

My Commission Expires Dec. 2, 1973

My commission expires _____ day of _____, 19____

AUG 5 1971

To Madras

Crooked Riv.

facts of the proposed location and design for this highway project by delivering a written request to the Jefferson County Court on or before August 5, 1971.

In the event such a request is received, a public hearing will be scheduled and adequate notice will be published regarding the date and location of the hearing.

Respectfully,
Jefferson County Judge.

First publication: July 15, 1971
Last publication: July 22, 1971

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701

August 10, 1971

To: H. S. Cox
County & City Engineer
Salem, Oregon

SUBJECT: Deschutes Canyon Section
Jordan Road, PAS. 660
Jefferson County

Enclosed is a revised "Quantity Summary and Cost Estimate" for subject project worked up on an equipment rental basis. I am glad to see this job go on this basis, as the intent is to use the existing roadway and alignment, and only make minor changes where we will not materially affect the existing slopes.

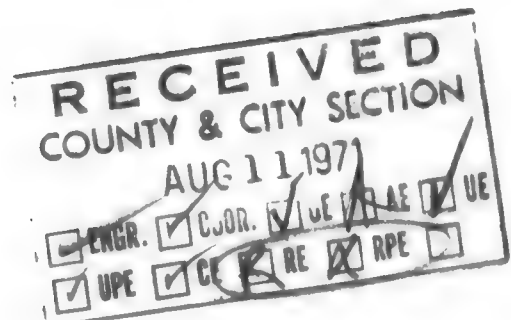
By following this procedure, it is my conviction that we can stay within the existing right of way and that no additional will be required.

Very truly yours,

R. H. Clark
R. H. Clark,
Resident Engineer

cc: J. F. Putnam

Copies to: F. Terpin
C. Swenson
Floyd Scott *DMF*



Sheet 1 of 2 Sheet

Grading and Surfacing Items

RECEIVED
COUNTY & CITY SECTION
AUG 11 1971
ENGR. ☒ C. JR. ☐ J. L. ☐ US
☐ UPE ☐ DE ☐ RE ☐ RPE ☐

Total 247,988⁰⁰

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

Section Deschutes Canyon Unit _____
Highway Jordan River Falls 66 County Tefferson Prefix 516-1462
Length 3.72 Designer _____ Draftsman _____ Date Aug 10 1971
Signed [Signature] Title Assistant Revised _____

Grading & Drainage

\$ 74,738⁰⁰

Surfacing

\$ 173,250⁰⁰

Extra Work

<u>Flagging</u>	\$ <u>1,000⁰⁰</u>
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Total Extra Work

\$ 1,000⁰⁰

TOTAL

\$ 248,988⁰⁰

+ 20% Engineering and Contingencies

\$ 49,797⁶⁰

Structures

_____	\$ _____
_____	_____
_____	_____
_____	_____

Total Structures

\$ _____

Right of Way

\$ _____

Total Estimated Cost

300,000

\$ 298,785⁶⁰

☐ ENDR.	☒ CORR.	☐ SE	☐ AE	☐ DE
☐ UPE	☐ CZ	☐ RE	☐ RPE	☐

August 6, 1971

Jefferson County Court
Courthouse
Madras, Oregon 97741

Gentlemen:

Enclosed are two copies of an agreement in connection with the Deschutes River Canyon Section of Jordan Road, FAS 660.

This agreement covers, among other things, State and County participation in costs and provides for an advance deposit to be made by the County after the low bid has been determined and prior to awarding of a contract. The low bid received plus 13½% for engineering and contingencies will be the basis for the County's advance deposit.

If satisfactory, please sign, have the County Clerk attest with seal, and return both signed copies to this office. After certification by the Highway Commission Secretary, a fully executed copy of the agreement will be returned for the County's records.

It is presently planned to accept bids on this project at the September 30, 1971 letting.

Very truly yours,

H. S. Cox
County and City Engineer

By


Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

✓ ✓ ✓ ✓ ✓
Jefferson County Court
Courthouse
Madras, Oregon 97741

August 5, 1971

Attn: Hon. Herschel Read
Judge

Re: Deschutes River Canyon Section
Jordan Road, FAS 660
Jefferson County

Gentlemen:

Enclosed are two copies of the right-of-way certificate for this project. Please return these certificates to our office by August 26, five weeks prior to bid opening of September 30, 1971.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR
Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

☒ ENGR.	☒ COOR.	☒ CE	☐ AE	☐ UE
☒ UPE	☒ CE	☐ RE	☐ RPE	☐

SALEM, OREGON
August 2, 1971

Mr. Robert Clark
Resident Engineer

Deschutes River Canyon Section
Jordan Road, FAS 660
Jefferson County

BEND

We understand in this office that you feel no additional right-of-way for this project is necessary. However, the Design Section here has some doubt because the slope catches in a few places seem to go outside the existing right-of-way.

If you are sure that with a little maneuvering the proposed construction can be kept within the existing right-of-way, would you please write a letter to that effect. If you are in some doubt, would you please send us a couple of ties between the existing centerline and the centerline your crew ran in, as well as a couple of ties to property corners.

H. S. Cox
County and City Engineer

By


Harold Reynoldson
Rural Program Engineer

HR:ljt



**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 July 19, 1971

Mr. Russell Sumner
Jefferson County Roadmaster
P. O. Box 709
Madras, Oregon 97741

Re: Deschutes Canyon Section
Jordan Road, FAS 660
Jefferson County

Dear Mr. Sumner:

We need the dimensions of the present right-of-way limits on the subject section so that we can make our right-of-way map and write the descriptions. Mr. Cox tells me you have shown him a county map that indicates what these are. Would you please either send us a copy of your map, or send us the original and we will make a copy and return the original to you.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer

HR:ljt

Please Return. Our only copy.

RECEIVED									
COUNTY & CITY SECTION									
JUL 21 1971									
☒ ENGR.	☒ COOR.	☐ DE	☒ RE	☐ UE					
☒ UPE	☐ CE	☒ RE	☐ RPE	☐					

Joe Kalin

7/21/71

We are returning your maps. Thank you for their use.

Harold Reynoldson

copy to
Bob Rounds
7/21/71

☐ ENGR.	☒ COOR.	☒ GE	☒ AE	☒ UE
☒ UPE	☒ CE	☒ RE	☒ RPE	☐

July 6, 1971

Hon. Marshel Read
Jefferson County Judge
P. O. Box 8
Madras, Oregon 97741

Dear Judge Read:

Enclosed are materials to assist you in affording interested persons the opportunity to request a public hearing regarding the Deschutes Canyon Section of Jordan Road, FAS 660, in Jefferson County.

These materials are:

Federal Highway Administration PPM 20-8.

Highway Division instructions for public hearings.

Suggested letter to newspapers and a typical notice offering a public hearing.

When I sent the hearing maps on July 1, I assumed that Mr. Cox had left this material with you, however, since he did not do so, I am sending it to you now.

Very truly yours,

H. S. Cox
County and City Engineer

By


Robert H. Prange
Rural Engineer

RHP:ljt

Encl.

☐ ENGR.	☒ CORR.	☐ CR	☐ AR	☒ UZ
☐ UPE	☐ GE	☒ RE	☐ RPE	☐

July 1, 1971

Hon. Hershel Read
Jefferson County Judge
Courthouse
P. O. Box "S"
Madras, Oregon 97741

Dear Judge Read:

In addition to the hearing materials which SI Cox left with you, I am sending some hearing maps covering the Deschutes Canyon Section of FAS 630 in Jefferson County. You may want to send a copy of the map to the newspaper with your hearing notice.

The suggested publication draft which SI gave you was only for the purpose of notifying the people in the area that a hearing would be held if one is requested. If as a result of the published notice a hearing is requested, please notify us at once and the materials for advertising and holding a public hearing will be sent to you.

If no requests for a hearing are received by the deadline date, please send us the following:

1. Copy of the affidavit of the hearing notice publication and newspaper articles.
2. A statement that, since the County received no requests, a public hearing was not held.
3. A statement of whether or not any informal hearings or informational meetings were held pertaining to the project.
4. A statement that the County has considered the social, environmental and economical effects of the location and design of the project, and that the County finds that the project is compatible to land use and to the planned arterial system. If possible, please send copies of any Planning Studies, Traffic Surveys, or Recreation Studies made with reference to land use and arterial systems in the area.
5. A Negative Environmental Declaration for the project stating that the project will have no adverse effect on the surrounding environment. You will find attached a sample Negative Declaration. Your statement should concentrate on Paragraphs 2, 3, and 4. If the project has

Hon. Hershel Read, Judge

-2-

July 1, 1971

no adverse effects on the environment, please state "how" and "why." Also state what measures can or will be taken to reduce any adverse effects, and what aspects of the project will benefit the environment. You should also attach any letters or statements relative to environmental effects or benefits from public or quasi public officials, planning commissions, special-interest clubs or groups, service districts, local State and Federal agencies, etc.

If you wish further instructions or information on any of the above, please call or write.

Very truly yours,

H. S. Cox
County and City Engineer

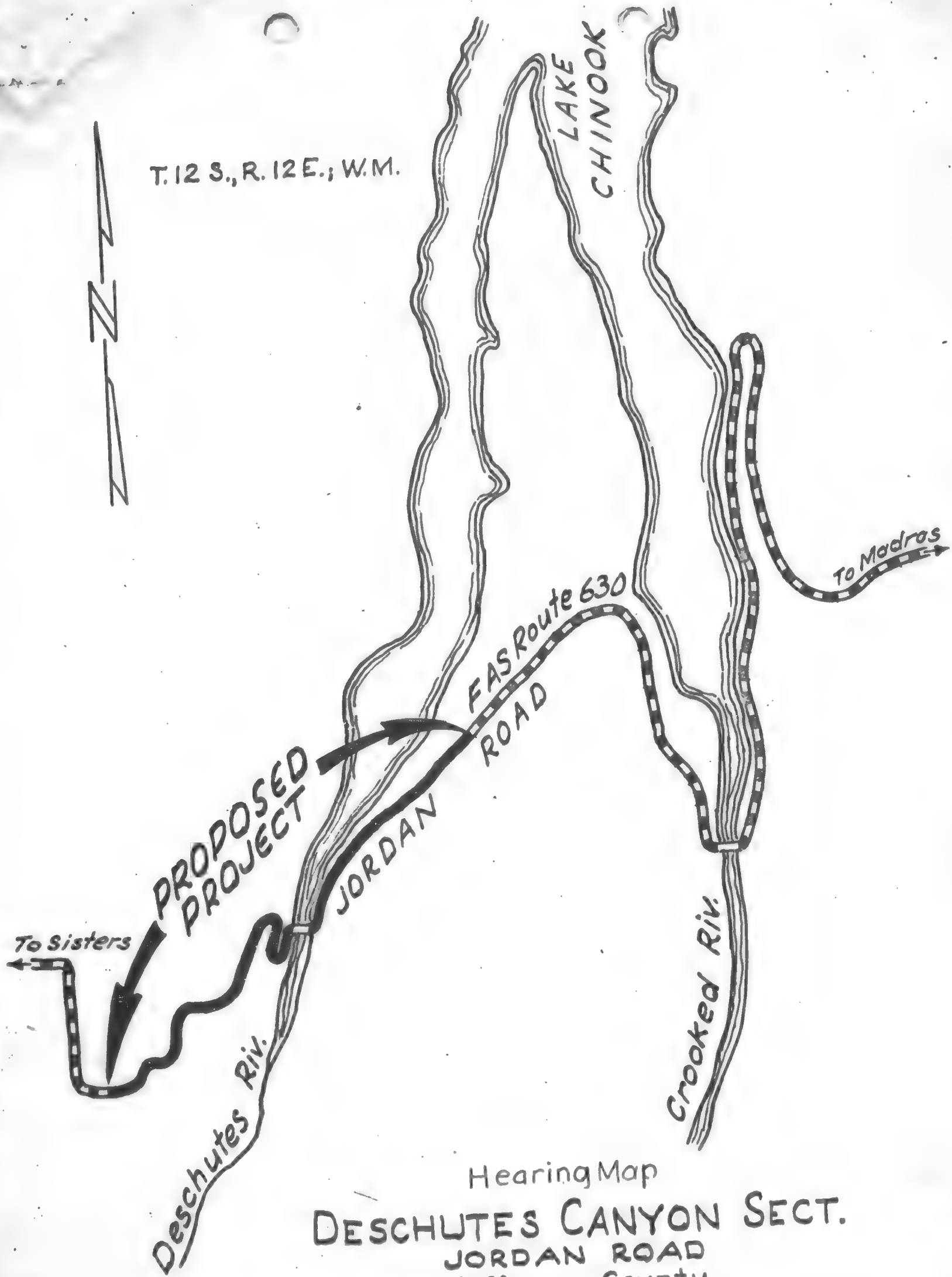
By



Robert H. Prange
Rural Engineer

RHP:ljt

Encl.



Hearing Map
DESCHUTES CANYON SECT.
JORDAN ROAD
Jefferson County

16

✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

June 15, 1971
SALEM, OREGON

Mr. Frank Hall
Design Engineer
BUILDING

Deschutes Canyon Section
Jordan Road, FAS 660
Jefferson County

Attn: Mr. P. L. Carstensen

The survey data for the above project has been examined
and it has been found to be consistent with the project requested
by the County and approved by the Highway Commission.


Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

Narrative Report
Deschutes Canyon Section
Jordan Road FAS 660
Grading and Paving
May, 1971

This survey was for the purpose of improving the alignment of the winding roadway up the westerly wall of the Deschutes Canyon and to work up plans, specifications and estimate.

Because of lack of funds and due to the nature of the terrain, the alignment was not changed materially. Two sharp switchbacks were eased and some kinks taken out. The minimum top width was possible in most cases. In four locations Metal Bin Type Retaining Walls were used to improve alignment and to gain necessary width and also to avoid excavating the existing slopes as any disturbance of them would cause slide and ravelling conditions that would endanger the roadway above.

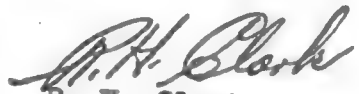
There has been very little soils and base design work on this project. However, because of the gravelly nature of the materials in the canyon walls and the fact some surfacing was placed when the road was built a few years back, it has been generally agreed that five inches of cold pugmill base will be adequate. Some work is being done on base design at the present.

Originally the survey was set up for 2.7 miles. The westerly end being at the top of the grade and flattened out on Grandview plains. The easterly end is at the end of the oiled section of Jordan Road, at the westerly edge of the Cove Park. In working up the estimate it was found it would be possible to extend the paving an additional mile, and the project is worked up on this basis. (Vow 3 1000)

There are no utilities or irrigation involved in this job.

There should be no traffic problems if this job is contracted in the late fall after deer hunting and fishing seasons. There are no detours available and there will be times the road will be blocked for short periods of time.

At the present time there is only one State controlled material source and that is at the top of the grade on the Crooked River side of the gorge. See IR-2-515.


R. H. Clark,
Resident Engineer

Sheet 1 of 2 Sheets

Grading and Surfacing Items

Total 246,261⁰⁰

ORION STATE HIGHWAY DEPARTMENT QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

on Doschutes Canyon Unit _____
 ray Jordan Road FAS. 660 County Jefferson Prefix 516-1462
 Length 3.72 Designer _____ Draftsman _____ Date May 1971
 Signed R.H. [Signature] Title _____

Grading & Drainage

\$ 79,011.00

Surfacing

\$ 173,250.00

Extra Work

Flagging \$ 1,000.00

Total Extra Work

\$ 1,000.00

TOTAL

\$ 247,261.00

+ 20% Engineering and Contingencies

\$ 49,452.20

Structures

_____ \$ _____

Total Structures

\$ _____

Right of Way

\$ _____

Total Estimated Cost

\$ 296,713.20

SPECIAL PROVISIONS
Deschutes Canyon
Jordan Road FAS 660
Jefferson County

Class of Project

This is a FAS-C Project

Project Information

J. F. Putnam, Regional Engineer, North The Dalles-California Highway, Bend, Oregon, Phone: 382-1911.

R. H. Clark, Resident Engineer, North The Dalles-California Highway, Bend, Oregon, Phone: 382-1911.

Applicable Standard Specifications

The standard specifications which are applicable to the work on this project are as published in the 1970 edition of the Standard Specifications for Highway Construction.

All number references in these special provisions shall be understood to refer to the section or subsection of the standard specifications bearing like numbers.

Work to be Done

The work to be done under this contract consists of the following work on the Deschutes Canyon Section of the County FAS 660 Highway in Jefferson County about miles west of Madras.

1. Widening and improving existing roadbed and placement of cold pugmill mix asphaltic cement surfacing.
2. Construction of metal type bin retaining wall in four locations.
3. Performance of such additional and incidental work as is called for by the specifications and plans.

The west end of the project is approximately 3.5 miles east of old Grandview School. The east end is at the end of the existing surfaced road through The Cove Palisades State Park. The overall length is 3.7 miles.

Section 102

Section 102 BIDDING REQUIREMENTS AND CONDITIONS

102.19 Plans - The plans which are applicable to the work to be performed under this contract bear title and date, as follows:

Grading and Surfacing
Deschutes Canyon
Jefferson County
June, 1971

Section 107 LEGAL RELATIONS AND RESPONSIBILITY

Standard Specifications.

Section 108 PROSECUTION AND PROGRESS

108.08 Contract Time for Completion of Work - The work to be done under the contract shall be completed in its entirety before

ROADWORK

Section 201 CLEARING AND GRUBBING

Standard Specifications.

Section 203 EXCAVATION AND EMBANKMENT

Excavation and embankment shall be constructed in conformance with Section 203 of the Standard Specifications supplemented and/or modified, as follows: Quantities of excess materials greater than required to complete all required embankments and to do all required filling and backfilling shall be used or disposed of in a manner satisfactory to the engineer. The contractor shall rebuild and shape existing roadbed to lines and grades established by the engineer, utilizing existing materials. No additional payment will be made for this work.

Section 206 TRENCH EXCAVATION FOR CONDUITS AND MINOR STRUCTURES

Standard Specifications.

Section 222 FINISHING ROADBED AND SLOPES

Standard Specifications.

Section 233

Section 233 WATERING

Standard Specifications.

Section 251 STRUCTURE EXCAVATION AND BACKFILL FOR BRIDGES

Standard Specifications.

Section 401 PLANT MIX BITUMINOUS BASES AND PAVEMENTS-GENERAL

The paving on this project shall be a cold pugmill mix. (Specifications will be furnished by the Materials Division)

Section 524 METAL BIN TYPE RETAINING WALL

Standard Specifications.

Section 603 CULVERTS, SIPHONS, SEWERS, AND IRRIGATION PIPES

603.01 Scope - Culvert pipes shall be furnished and installed in conformance with the Standard Specifications and the pipe data shown on the plans.

Section 606 GUARDRAIL AND BARRIERS

Standard Specifications.



EXECUTIVE DEPARTMENT

Klaboe

5 CAPITOL

SALEM, OREGON 97310

May 15, 1970

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310



DESCHUTES RIVER CANYON SECTION, JORDAN ROAD
DESCHUTES RIVER (TUMALO) BR. SECTION, O. B. RILEY ROAD ✓

Your Notices of Intent have been referred to the appropriate state agencies for review. All have expressed approval of the proposals.

It was noted that precautions be taken to preserve water quality during construction of these projects.

We are pleased to add our approval.

Ed

Edward G. Westerdahl, II

NOTED
F. B. KLABOE

5-27-70

REFERRED TO

Young
By *Young* ST. STATE HWY. ENGR.



NOTED
W. ELLISON



NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

Ellison
cc's
NOTED
DON HARWELL

State asks bids for \$12.8 million in highway jobs

Commission OKs
August bond issue

SALEM (djc) — The State Highway Commission has invited bids on six projects with an estimated total cost of \$12.8 million.

The commission also has approved sale of \$15 million in highway bonds to finance future projects.

Opening of bids for the six projects has been scheduled for 9 a.m. May 14 at the State Highway Building here. Largest project involves 2.02 miles of grading, paving, structures, signing, signals and illumination on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway (I-205) about 12 miles south of Portland.

Also scheduled for bidding were paving projects on the Oregon Coast Highway 15 miles south of Bandon; on the Columbia River Highway and Oswego Highway in Portland, and on the Willowa Lake Highway between Lostine and Enterprise. A rock production project is scheduled near Heppner.

Bond sale set

The \$15 million bond issue, scheduled for sale on Aug. 18, will finance three major projects totaling \$13.5 million in Clackamas, Washington and Curry counties. Remaining funds will be kept in reserve for "critical" road needs in western Oregon.

Largest of the bond-financed projects will be a 4.5-mile widening job on the Oregon Coast Highway (US101) between Brookings and the Winchuck River, including a major new bridge. It will cost an estimated \$7.2 million.

A \$4 million widening project is planned on six miles of State Highway 224 between Estacada and Eagle Creek. The third project will provide four lanes on some 3.5 miles of the Sunset Highway (US26) between North Plains and the Wilson River cut-off to Tillamook.

In other actions, the highway commission approved survey and design work for a 5.5-mile construction project on the Rickreall-Independence Junction Section of the Willamina-Salem Highway in Polk County. Estimated cost, including right of way, is \$6.4 million.

Bridge planned

An agreement was approved with Lincoln County for construction of a new Siletz River bridge and approaches on the Oregon Coast Highway at a total cost of \$4 million.

Construction plans were ap-

Highway commission approves two Central Oregon projects

SALEM (UPI) — A June 1 target date for vehicle restrictions on Oregon beaches was set today by the State Highway Commission.

Commission Chairman Glenn Jackson asked the Highway Department to have its final recommendations ready May 28. Hearings are currently being held in each of the coastal counties concerning the proposed restrictions.

The Lincoln County hearing is scheduled for April 30 in Newport. Other hearings will be May 7 at Florence, May 13 Reedsport, May 19 North Bend, and May 20 at Gold Beach.

In other action, the commission approved the distribution of \$4,988,135.05 in highway-user tax funds to the 36 counties. The allocation is based on the statutory 20 per cent for the period Jan. 1 to March 31, 1970.

The fee to each county is based on the number of vehicles registered in it. Multnomah County receives the largest share, \$1,371,136 and Wheeler County the smallest \$1,029.

The commission approved three federal-aid secondary projects, one each in Deschutes, Jefferson, and Lane counties. The total cost is estimated to be \$1,465,000, of which the state pays \$293,000.

The Deschutes project involves a bridge over the Deschutes River near Tumalo State Park on the O. B. Riley road. The project in Jefferson County involves im-

proving the alignment and widening the existing roadway on the Deschutes River canyon section of Jordan Road. The Lane County project is the construction of three overcrossing structures on the Pacific Highway N.W. expressway section of Belt Line road.

Plans were approved to replace the existing Willow Creek bridge on the Willowa Lake Highway (Ore 82), about 15 miles Northeast of La Grande.

The commission heard a request by Bill Latham, of the Northwest Trailer Coach Association, that 14-foot wide mobile homes be allowed to be transported on highways in Oregon.

Latham said Mobile home manufacturers in Oregon would be able to greatly expand their production, with resulting economic benefits to the state, if 14-foot wide units were allowed on the roads.

The commission took the request under consideration.

Oregon 22 Project Plans Approved

The State Highway Commission approved plans Tuesday that could lead to more than \$12 million in construction.

The largest project is a \$6.4 million job of providing a four-lane highway on Oregon 22 between Rickreall and Independence Junction.

The commission approved a survey and design for the 5.5-mile stretch of the road. Construction will begin when funds are available.

Also approved was an agreement with Lincoln County that could lead to construction of a new bridge over the Siletz River on U.S. 101 at Kernville. It could cost \$4 million. Construction can start when funds become available.

The commission also approved \$1.4 million in projects in Deschutes, Jefferson and Lane counties. These include a bridge over the Deschutes River on the O. B. Riley Road near Tumalo State Park widening of 2.6 miles of Jordan Road in Jefferson County and building three overcrossings on Belt Line Road in Lane County.

A number of smaller projects received approval.

The commission also authorized distribution of \$4.9 million in highway tax funds to the 36 counties. It is the quarterly distribution of these funds. As usual, the largest share goes to Multnomah County—\$1.3 million.

Commission approves new bridge for Deschutes River

Hopefully, the old steel bridge at Tumalo State Park on Deschutes County's O.B. Riley Road between Bend and Tumalo will be replaced this summer with a new reinforced concrete structure.

The State Highway Commission this week approved the project.

It will be funded under a federal-state-county program in which the county and the state share 40 per cent of the cost and the federal government the other 60 per cent.

County Commissioner G.W. McCann said today an initial estimate has set the cost at approximately \$75,000. The new span, he said, is badly needed, especially to accommodate trailers using the state park.

The old bridge, McCann said, is too narrow for two trailers to pass and in addition is "falling down." McCann did not

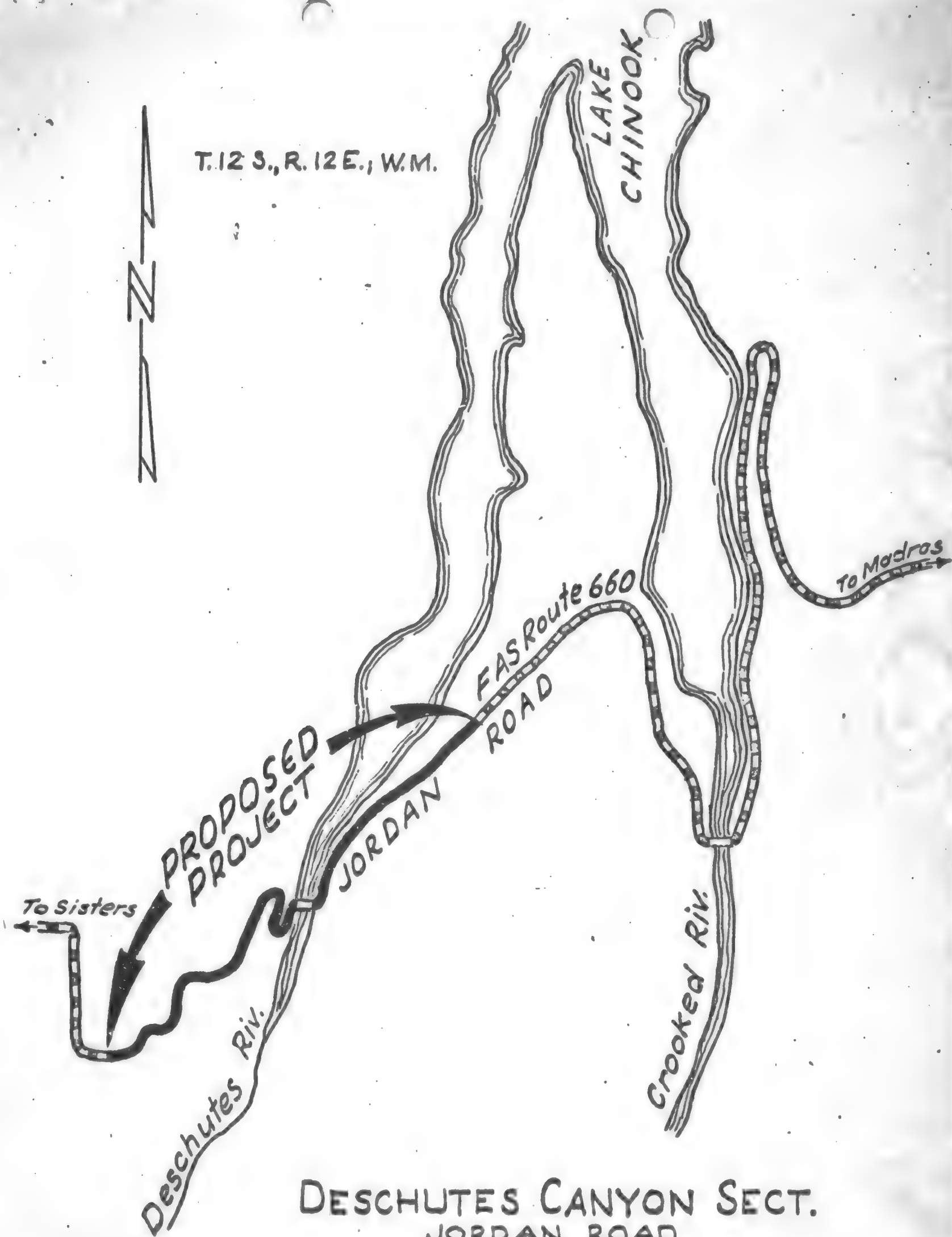
know when it was built, but recalled that it dated to the time when the present O.B. Riley Road was a part of the Bend-Sisters Highway.

Plans call for a reinforced concrete bridge with a 32-foot clear roadway, guardrail, riprap, signing and stripping. The contractor will be required to remove the existing structure and construct the approaches and connections to the new bridge.

The state will make the survey and prepare plans.

The State Highway Commission has also approved a project in Jefferson County involving an improved alignment and widening of a 2.6 mile section of Jordan Road in the Cove Park area. Plans call for grading, draining, basing, paving, structures, and guardrail.

It, too, will be funded under the federal-state-county program for secondary highways.



DESCHUTES CANYON SECT.
JORDAN ROAD
Jefferson County





Jefferson County

Madras, Oregon 97741

February 8, 1971

Re: FAS-G- Jordan Road
FAS 660

Mr. H.S. Cox
City & County Engineer
Oregon State Highway Building
Salem, Oregon

Dear Sir:

In answer to your letter concerning the above. The Court
feel we should stay with the original project plan of \$300,000.

We feel the bid date of September 30, 1971, is alright,
and as mentioned, by the time the actual work is started the
heavy traffic for this year will be over.

RECEIVED									
COUNTY & CITY SECTION									
FEB 9 - 1971									
☒ ENGR.	☐ CORR.	☒ CE	☒ CL	☒ AL	☒ UN				
☒ UPE	☒ CE	☒ NE	☒ NPL	☐					

Very truly yours,

Herschel Read
Herschel Read
Judge

HR/fh

☒ ENGR.	☒ COOR.	☒ DE	☒ RE	☒ UE
☒ UPE	☒ CE	☒ RE	☒ RPE	☐

FAS 660
Jeff Co

January 21, 1971

Jefferson County Court
Courthouse
Madras, Oregon 97741

Attention: Hon. Herschel Read

Dear Judge Read:

In order that you may be apprised of the pending FAS-C project on the Jordan Road, FAS 660, in Jefferson County, I will, by this letter, briefly describe the history of the proposed project and also pose a question or so that needs to be answered before this project proceeds farther.

February 9, 1970, this office received an application for an FAS-C project on the above named road. This application was the result of several meetings with the Court and Roadmaster Sumner, and it asked for improvement of FAS 660 from the end of the pavement at Cove State Park westerly as far as a \$300,000 project would go.

Our Resident Engineer in Bend, Robert Clark, has, I believe, completed all field work on the present proposed project. The improved section will have a total top width of a minimum of 26 feet and will be paved with a cold pug mill mix for the total top width.

Within the confines of the State Park I don't believe any additional right-of-way will be needed; but after climbing out of the Deschutes Canyon, some additional right-of-way may be needed, depending on how far the project extends westerly.

Since the application was made, an additional allotment of Federal FAS funds has been made to Jefferson County. This could mean that the project size could be increased if the County so desires. We are now operating under a procedure whereby a county can get an advancement on anticipated allotments to a maximum of three years. This project was anticipated to take advantage of this procedure, and with all Federal monies being used that would be available to Jefferson County, you could revamp your job request to \$400,000 providing the County can provide matching funds. Monetary limits of the project must be determined shortly so that any additional engineering can be accomplished.

Jefferson County Court

-2-

January 21, 1971

Timing of the project is the second problem. This office has tentatively placed bid letting for September 30, 1971. By the time the contractor gets on the job, the fishing and hunting season will be over and traffic on the road will be at a minimum. As the road cannot be closed, it is important that work be accomplished during the winter or early spring. We would invite your concurrence in this proposed bid opening date or any other suggested time that you might wish to make.

As time progresses, this office will keep you advised as to proper procedures so that all Federal regulations may be observed.

Very truly yours,

H. S. Cox

H. S. Cox
County and City Engineer

HSC:mmm

RECEIVED
JUN 17 1970

FOR FILING

5-494(5)
7665

PREFIX NO. 516-1462

6 12 70
LOCATION PROSPECTUS
DESCHUTES CANYON SECTION
JORDAN ROAD, FAS 660
JEFFERSON COUNTY

HIGHWAY: Jordan Road. Federal-aid Secondary No. 660.

TERMINI: West end at top of west wall of Deschutes Canyon approximately 2.5 miles east of old Grandview School. The east end is at the end of the existing surfaced road through Cove Palisades State Park. The overall length is 2.6 miles.

PROGRAM: 1970 FAS-C project.

CHARACTERISTICS: Present ADT 150; projected ADT 250.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates to widen and improve the alignment of the existing roadway up the west wall of the Deschutes Canyon. The road cannot be closed during construction. Soils investigation will be required. Drainage problems are not anticipated. An economic analysis is not needed at this time.

STANDARDS: Class E. Deviations from State and AASHO standards are anticipated in width of lanes and shoulders.

TYPICAL SECTION: Two 11-foot travel lanes with minimum 2-foot shoulders.

BASE: To be determined during survey.

BRIDGE: Existing structure over Deschutes River to remain and be used.

ADD'L FACILITIES: None.

ACCESS: County jurisdiction.

MATERIAL: State-owned quarry in northeast quarter, Section 12, Township 12 South, Range 12 East.

AGREEMENTS: Routine FAS-C project with Jefferson County.

PARKS: Cove Palisades State Park in vicinity.

June 12, 1970
Attachment

NOTED
FORREST COOPER

Location Prospectus - Page 2
Deschutes Canyon Section

cc: Bureau of Public Roads (3)

H. S. Coulter (3)

Forrest Cooper

Tom Edwards

F. B. Klaboe

V. D. Wolfe

D. J. Barbee

F. B. Crandall

F. L. Hall

E. S. Hunter

Ivan Merchant (4)

D. H. Moehring (3)

F. D. Morgan

L. H. Young

J. M. Cartwright (2)

R. N. Chase

H. S. Cox (2)

B. L. Gifford

W. N. Hackleman

V. J. Johnson

A. D. Olson

R. E. Olson

Jack Rowland

Robert Royer

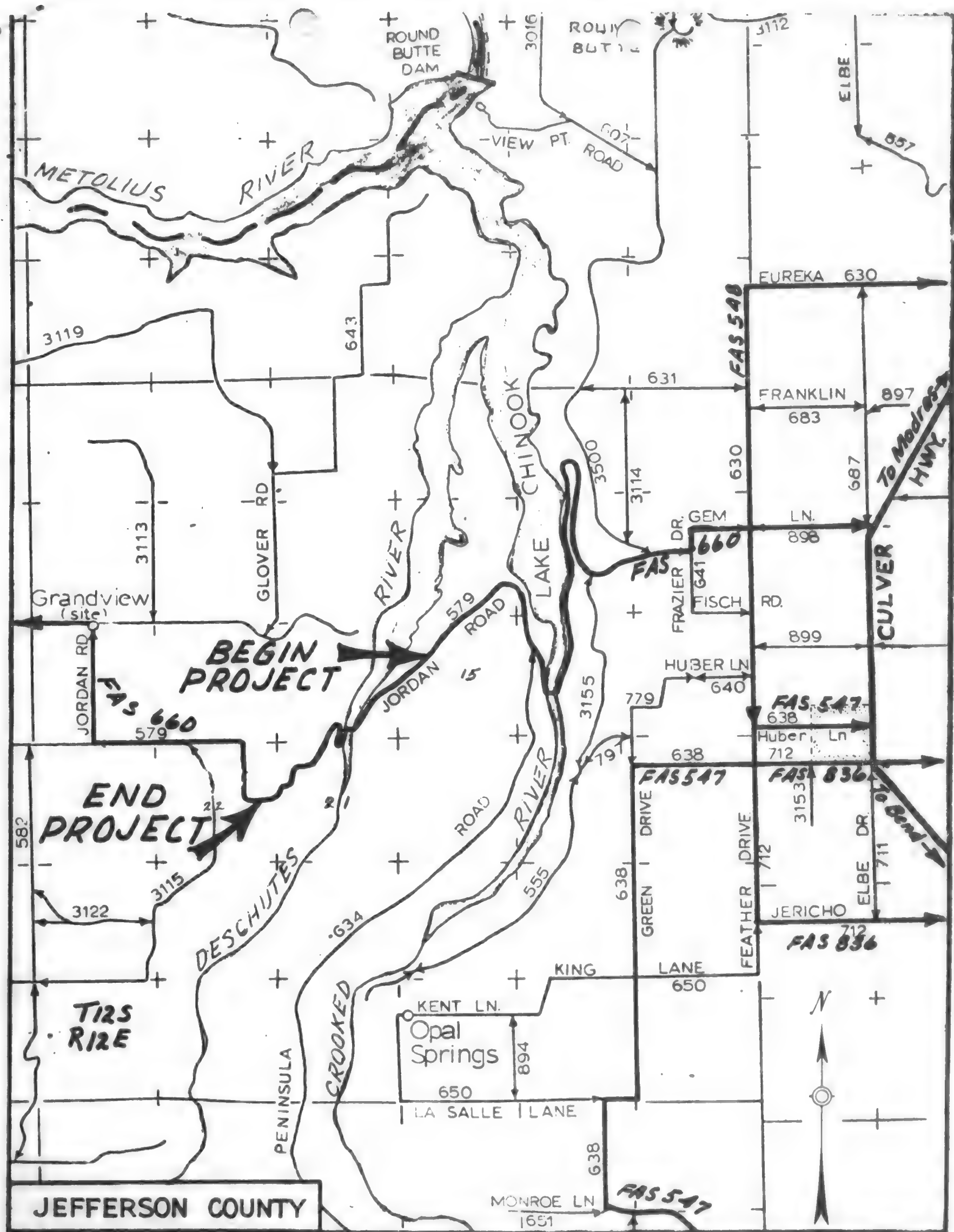
C. G. Swenson

W. H. Tebeau

F. E. Terpin

F. W. Yarbrough (2)





Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

Copy to: John Oaks
C.G. Swenson
R.N. Chase
J.F. Putnam

5-12-70

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 660

Project Name Deschutes River Canyon
Section, Jordan Road

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☒ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Jefferson County, Oregon,

this 11 day of August, 19 71.

JEFFERSON County

Herschel A. Rad
Judge

Louis Olson
Commissioner

Gordon Galbreath
Commissioner

RECEIVED	
COUNTY & CITY SECTION	
AUG 12 1971	
☐ ENGR.	☒ COOR.
☐ UPE	☐ CE
☐ RE	☐ RPE
☐ AE	☐ UE

(5/12/70)

NOTED
H. S. COX

Jefferson County Court
Courthouse
Madras, Oregon 97741

April 21, 1970

Re: Deschutes Canyon Section
Jordan Road
FAS 660
Jefferson County

Gentlemen:

This is to inform you that your subject project was approved
by the Highway Commission at their April 21, 1970 meeting.

Very truly yours,

H. S. Cox
County and City Engineer

By: *HR*
Harold Reynoldson
Planning Engineer

HR:ljt

NOTED
R. H. PRANGE

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Arensmeyer

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED

JEFFERSON COUNTY
Proposed Project (1970 Funds)

FAS 660---Deschutes Canyon Section, Jordan Road. Grade, drain, base, pave and structure. Approximately 2.6 miles. (County matching funds limits the project to \$300,000)

This project is to widen and improve the alignment of the existing winding roadway up the westerly wall of the Deschutes Canyon. The project will consist of grading, basing and paving to a top width of 26 feet. The paving to be a cold pug mill mix. There will probably be two small structures. Guardrail will be required. Additional right-of-way may be necessary.

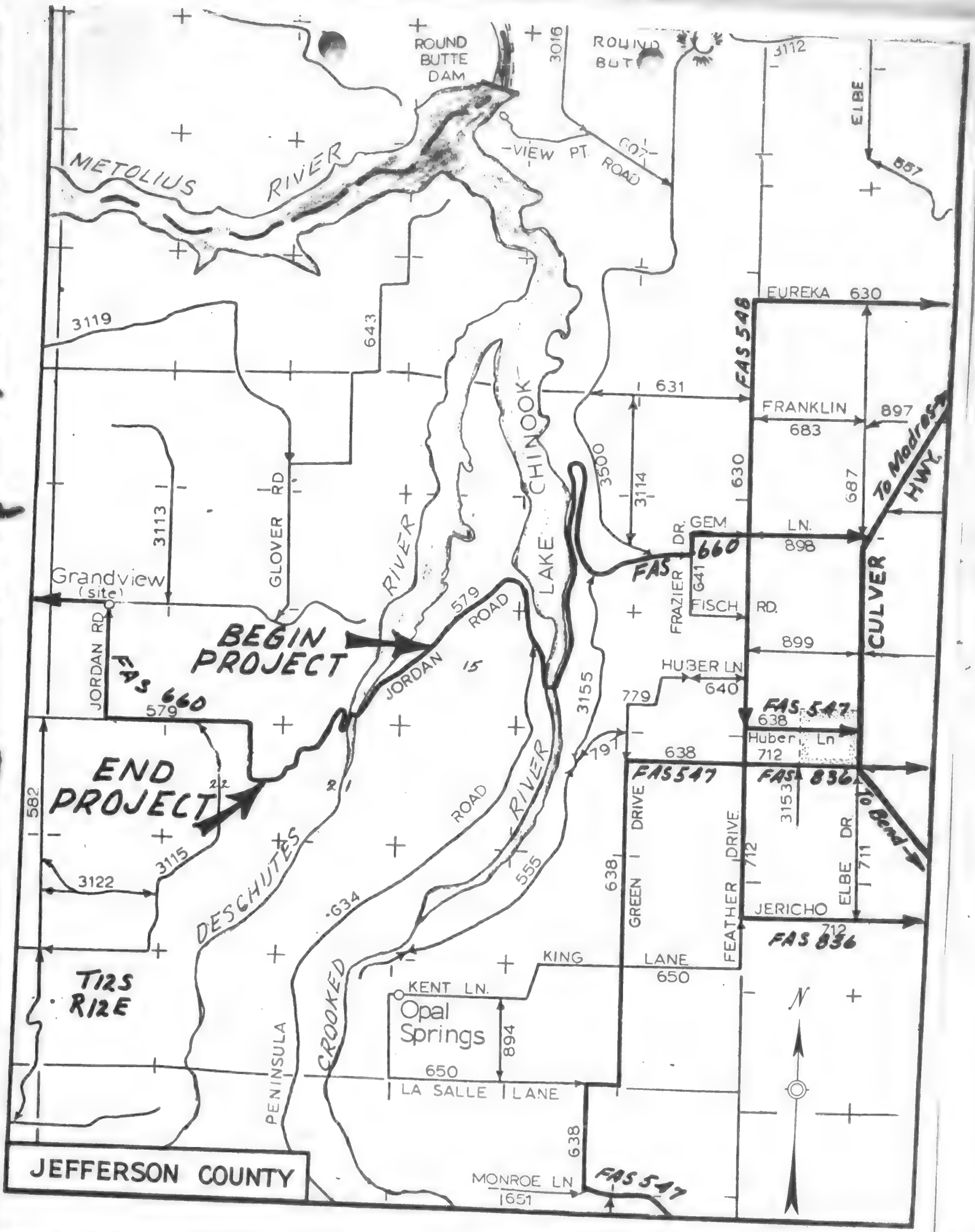
State to make survey and plans.

There are no utilities involved.

A hearing will be held.

70-b
3/31/70

HIWAY COMMISSION
APPROVED ON
APR. 21 1970



UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Bureau of Public Roads
Box 300

Salem OR 97308

DATE: March 30, 1970

In reply refer to: 08-35-DB-4

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : *R. E. Simpson*
R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-494(-)
Deschutes Canyon Section
Jordan Road, Jefferson County FAS 660
Proposed Surfacing Project

NOTED
H. S. COX

Wabos

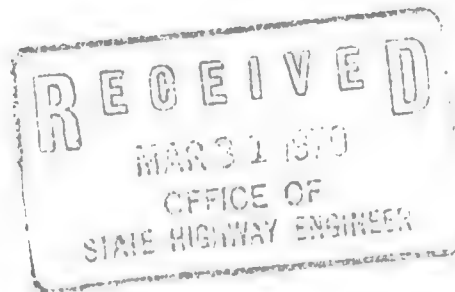
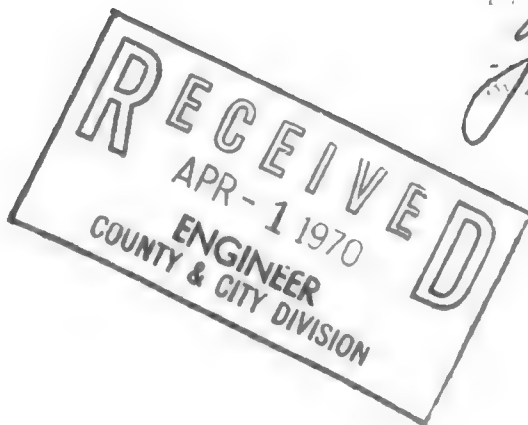
The subject project, as described in Mr. Cox's submittal of February 27, is approved subject to the following conditions:

The project is to include proper signing, centerline striping, and installation of adequate guardrail and guideposts throughout with special attention given to the approaches to the bridge across the Deschutes River.

It is also understood that the pavement structure will include an adequate base section.

4-1-70

FORWARDED TO
Young, Co.
BY A. S. L. CIVIL ENGINEER



NOTED
HAROLD
REYNOLDS

NOTED
P. A. Arensmeier

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

NOTED
H. S. COX

February 27, 1970

Mr. R. E. Simpson, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

Attention: Mr. John Schultz
Area Engineer

Re: Deschutes Canyon Section
Jordan Road, FAS 660
Jefferson County

Dear Mr. Simpson:

By this letter we are requesting your approval of a roadway project proposed by Jefferson County on the Deschutes Canyon Section on FAS 660.

This proposed project is to improve the roadway up the westerly wall of the Deschutes River Canyon. The project is to begin at the end of the present oiled roadway on the peninsula between Deschutes and Crooked Rivers behind the Round Butte Dam. It will then cross an existing bridge over the Deschutes River (now an arm of the back water of the dam) and wind its way up the westerly wall of the canyon to the top. This is a distance of approximately 2.6 miles. Since it would be far beyond Jefferson County's economic capabilities to relocate this section on new alignment, it is intended to improve the existing roadway. Much of the existing roadway is benched out of the face of the steep canyon wall and to increase the width of the roadway would mean that in many places the back slope would not catch until it reached the top. To negotiate this steep wall, switch backs and steep grades are required. In some cases, the toe of the slope for the roadway above will catch on the shoulder of the roadway below. In a couple of places short structures will have to be utilized to obtain the necessary additional width for the paved 26 foot roadway.

The suspension bridge over the Deschutes River is 364 feet long and has a clear roadway of 14 feet. This structure was built by P.G.E. in 1963 when they built Round Butte Dam, and is in very good condition.

NOTED
HAROLD
REYNOLDS

This section of roadway is part of a longer route which is referred to as the Metolius River Loop and is an access to a growing recreation area. Other portions of this longer route are being con-

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Anderson

NOTED
DON HARWELL

John Schultz called today 4/3/70 and said that the local office has given their blessing but approval for the substandard bridge within the project must require the Washington D.C. office approval. We wait H2

Mr. R. E. Simpson
Division Engineer

-2-

February 27, 1970

structed by the Forestry Department within their own boundaries.

This proposed project with the deviations from standards for slopes, horizontal alignment, grades and structures, is being presented to you for your consideration at this early date so there will be no unnecessary engineering costs, should the project have to be canceled at a later date because of these problems

This matter was discussed with you and some of the personnel in your division office at an earlier date. A copy of the exhibit map, along with a copy of Jefferson County's request for the project, is attached for your use and reference.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:

by HSC
H. S. Cox
County and City Engineer

HR:tjt
Attachments

Office Memorandum

JEFFERSON COUNTY COURT

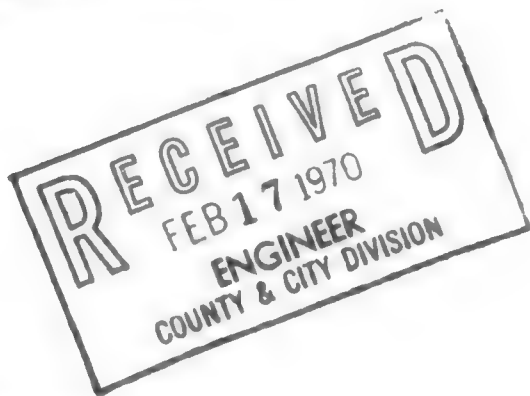
Date: 2-16-70

To : H.S. Cox

From : A.S. Ramsey

Subject: F.A.S.-C Jordan Road

Enclosed please find request for F.A. S.-C Jordan road No. 660,
Deschutes Canyon section.



ASR/fh
Enc.

Very truly yours,

A.S. Ramsey
A.S. Ramsey
Judge



COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Jefferson FAS No. 660 Date 2-9-70
County Road Name Jordan
Section Name Deschutes Canyon Length _____
Type of Project Gravel, Base & Pave
Location of Project (Attach sketch map) _____
ADT 150 Road Class (Highway Standard) 26' Top Width (Min)

Is this request for county bridge design only? Yes _____ No x
or for County FAS bridge design? Yes _____ No _____

I. ROAD PROJECT DATA

1. Traveled Surface: Type Cold Pug Mix Width 26'
2. Shoulders: Type Gravel Width Variable
(NOTE: Oiled or paved shoulders required on all Class E or higher projects.)
3. Grading & Drainage:
By County _____ County Date of Completion _____ By Contract x
4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract x
Has base design been given to County? Yes _____ No _____
Will it be furnished? Yes _____ No _____
5. Leveling Course:
By County _____ County Date of Completion _____ By Contract x
6. Binder Course:
By County _____ County Date of Completion _____ By Contract x
7. Traveled Surface & Shoulders:
By County _____ County Date of Completion _____ By Contract x
8. Clearing:
By County _____ County Date of Completion _____ By Contract x
9. Curbs:
Curbs Required? Yes _____ No x
Type Desired (rolled, exposure, monolithic, special county standard, etc.) _____
Width between Curbs _____
10. Are A.C. footpaths behind curbs desired? Yes _____ No x
11. Are there any structures to be replaced or altered? Yes _____ No See Bridge Section
12. Will replacement be by: County _____ Contract _____
(NOTE: If by contract, fill out bridge project data on pages 2, 3, and 4)

13. Will County adjust structure to new grade? Yes _____ No _____
14. Will County adjust structure to additional width? Yes _____ No _____
15. Will adjusted width be standard? Yes _____ No _____
(NOTE: Standard width of structure is traveled way plus full shoulders or 32', whichever is greater. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)
16. Does County wish rounding of cutbanks? Yes _____ No x
17. Does County wish sight posts installed? Yes _____ No x
18. Does County wish guard rail installed? Yes partial No _____
19. Does County wish seeding and mulching incorporated into job?
Yes _____ No x
20. Will traffic signals be required? Yes _____ No x
If yes, give location and type: _____
21. Is project contingent upon other factors? Yes _____ No x
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

Remarks re Section I: _____

II. BRIDGE PROJECT DATA

1. Name of river or stream _____
2. Name of bridge _____
3. Location (please attach map with location marked):
Section _____ Township _____ Range _____ W.M. _____
4. Desired width of bridge _____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders or 32', whichever is greater.)
5. Are sidewalks desired? Yes _____ No _____
Upstream _____ Downstream _____ Width _____

6. Does County wish a particular type of bridge design? Yes _____ No _____
 (Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc. _____

7. Will County furnish any materials for bridge? Yes _____ No _____
 Explain _____

8. Foundation Testing: By County? Yes _____ No _____
 By State? Yes _____ No _____
9. Can road be closed during construction? Yes _____ No _____
10. Detour: Required? Yes _____ No _____
 By County? Yes _____ No _____
 By Contractor? Yes _____ No _____
11. Approaches or Connections: By County? Yes _____ No _____
 By Contractor? Yes _____ No _____
 Traveled surface: Type _____ Width _____
 Shoulders: Type _____ Width _____
 (NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)
12. Guard Rail: Desired on approaches or connections: Yes _____ No _____
 Right side only? Yes _____ No _____
 Both sides? Yes _____ No _____
 (NOTE: Safety standards require that guard rails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guard rail installation or otherwise delay contract completion.)
13. Existing Structure: Remain in place? Yes _____ No _____
 Use for detour? Yes _____ No _____
 Removed by County? Yes _____ No _____
 Removed by Contractor? Yes _____ No _____
 Salvaged by Contractor for County? Yes _____ No _____
 (NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)
14. If riprap or rock blanket required, to be:
 By County? Yes _____ No _____
 By Contractor? Yes _____ No _____

15. Will any of the following utilities be attached to this structure?

- a. Water mains: Yes _____ No _____ Size _____
Company _____
- b. Sanitary sewer mains: Yes _____ No _____ Size _____
Company _____
- c. Storm sewer: Yes _____ No _____ Size _____
Company _____
- d. Gas mains: Yes _____ No _____ Size _____
Company _____
- e. Power lines: Yes _____ No _____ Size _____
Company _____
- f. Telephone lines: Yes _____ No _____ Size _____
Company _____
- g. Other Utilities: _____

16. Does County wish provisions made for future utility attachment to structure? Yes _____ No _____

17. Does County wish lightpost bases and conduit installed? Yes _____ No _____

18. Does County wish complete job of illumination in project? Yes _____ No _____

19. Is project contingent upon other factors? Yes _____ No _____
(Such as construction and timing, cooperative project by County,
tie-in with outside projects, etc.)
If yes, explain: _____

Remarks re Section II: In order to obtain full roadbed width, Bridging may
be required in one or two places

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:

By State? Yes x No _____

By County? Yes _____ No _____

(Note: If project is canceled, County must pay for survey.)

2. Does County have any survey data? Yes Partial No _____
Additional maps being obtained from PGE.

3. Construction plans and specifications to be prepared:

By State? Yes x No _____

By County? Yes _____ No _____

Remarks re Section III: Note: Requests for Preliminary Survey Plans and
Estimates only must be constructed within a five-year period, or
all funds expended other than County funds must be refunded to State.

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum See Map Minimum
2. Is any additional right-of-way needed? Yes No x
3. Will right-of-way be acquired by: Resolution or Deed
4. Should State prepare options? Yes No x
5. Should State prepare centerline descriptions for acquiring right-of-way
by resolution? Yes No x
6. Should material source site be included in right-of-way descriptions?
Yes No x
7. Is there any merchantable timber on right of way?
Yes No x
8. Will timber be reserved for owner? Yes No x
9. Will timber become property of contractor? Yes No x
10. Is a hearing necessary? Yes x No
(NOTE: If right-of-way is procured, if function of roadway is changed,
an opportunity for a hearing must be afforded.)
11. Are there any utilities (electric, water, gas, sewer, etc.,) on private
land? Yes No x
If yes, give type and name of utility company: _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing
right-of-way? Yes No
If yes, give type and name of utility company: _____

13. Are utilities on existing right-of-way by permit or
by franchise
(NOTE: County must move all utilities located on present right-of-way.)
14. Are there any irrigation facilities: Yes No x
If yes, give name of irrigation company or district _____
and dates between which
water can be turned off: From _____ To _____
15. Are there any railroad crossings? Yes No x
16. Name of Railroad _____
17. Number of tracks: Mainline _____ Siding _____ Total _____

18. Sight Distance: _____ (Left) _____ (Right)
19. Number of Trains: Passenger _____ Speed _____
Freight _____ Speed _____
20. Angle of Intersection: _____
21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____
22. Existing Protection:
Advance warning signs _____ Automatic flashing _____ Stop signs _____
Crossbucks _____ Automatic bell _____ Gates _____
23. Proposed Protection: _____
24. Are there to be stopping lanes for buses and trucks, etc.
Yes _____ No _____
25. Will railroad crossing be altered? Yes _____ No _____
If yes, specify: _____
26. Traffic Control Signing:
To be part of project? Yes _____ No x
By County? Yes x No _____
By State at County expense? Yes _____ No _____
(NOTE: These signs must be in place prior to acceptance.)
27. Striping:
To be part of project? Yes _____ No x
By County? Yes _____ No _____
By State at County expense? Yes _____ No _____
(NOTE: Striping must be completed prior to acceptance.)
28. Does County wish State to prepare P.U.C. hearing data? Yes _____ No _____
29. Will P.U.C. application be made by State _____, or County _____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)
30. Will there be any displaced persons from farms, homes, or businesses
requiring relocation assistance? Yes _____ No x
(NOTE: No property owner shall be required to move from his home, farm,
or business without at least 90 days' written notice prior to
the intended vacation date.)

Remarks re Section IV _____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry x Cinders _____
2. Owner: County _____ State x Private _____ Other _____
3. Location: NE 1/4 Section 11 Township 12S Range 12E W.M.
4. If County lease, what are royalty payments? _____
5. Materials furnished by County: Borrow _____ Select Topping _____
Base Course _____ Level Course _____ Mineral Aggregates _____
Location _____
Miscellaneous Items: _____
Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: \$ _____
2. Available FAS Funds: \$ _____
3. Date match money is available: _____
4. Will there be any 100% County money? Yes _____ No x
5. Maximum amount of 100% County money available: \$ _____
6. Date County requests letting: Fall 1970

Remarks re Section VI Maximum for Project to be \$300,000.00

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

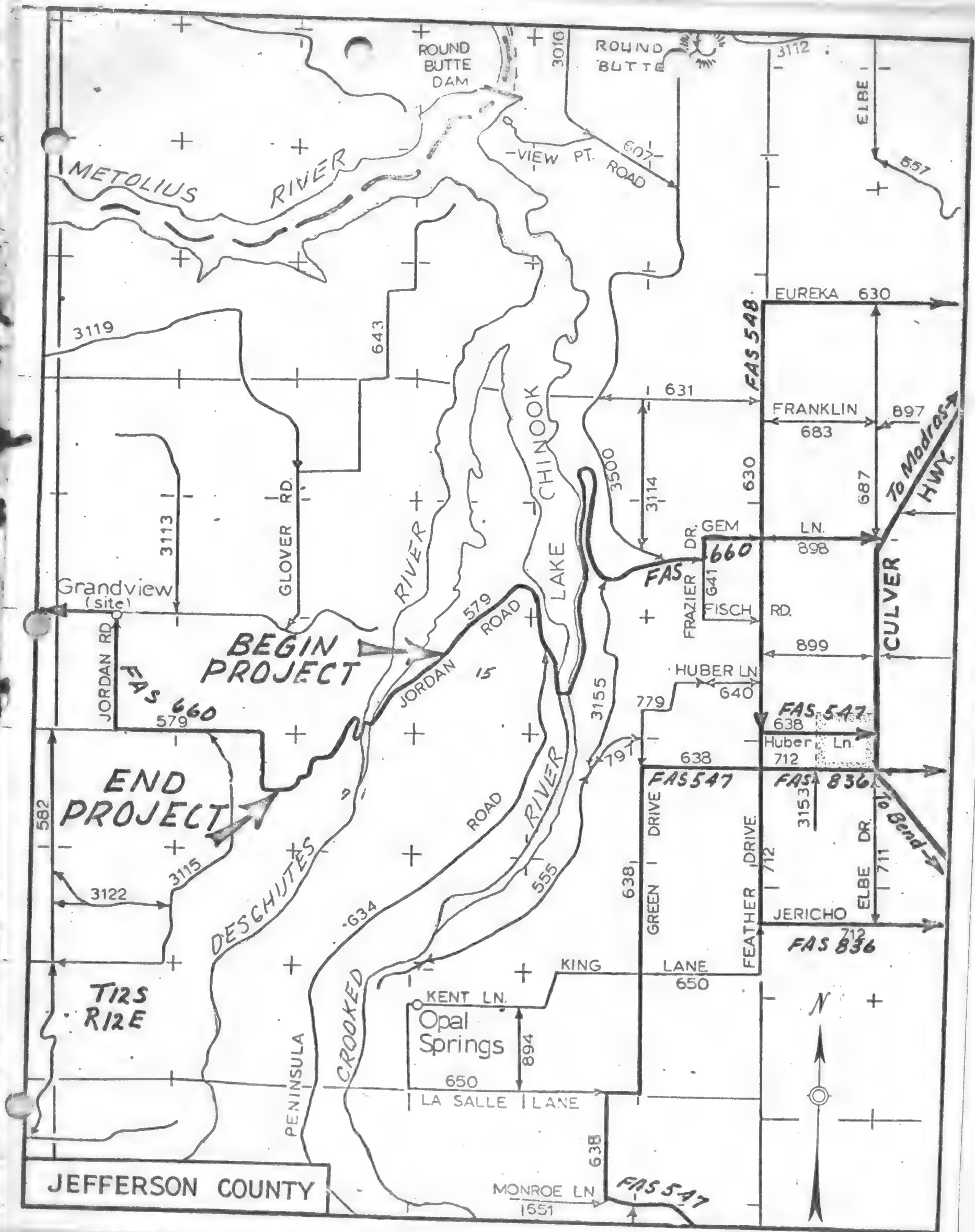
By _____
County Commissioner

By _____
County Engineer or Roadmaster

County _____
Date _____


O.S.H.D. Field Engineer

Date 2-17-70



1-5 660
Jeff

M.P.

63.35 End of 2nd mile part of road. 22' wide. ^{Refers}

63.55 22' wide

63.7 No problem widening to the point.

63.8 22' wide

63.9 27' wide. No chance for widening.

64.3 End of 1st mile to River Br. 14' H.C.

64.4 1st mile to River Br.

64.7 1st mile to River Br. Describes. (Roadbed wide from here to last mile bridge.)

64.9 Rd bed 23' wide (could be widened on top side, 1st narrow part on west side)

64.95 24' wide

64.97 Spot that should be kept top side.

65.0 Switchback.

65.15 Rd bed 20' wide. ^x

65.25 Fill may be widened at any point beyond here. Grade decreases.

65.3 1st indication of soft grade.

66.0 Top of gorge.

S-23-109(1) Malheur River (Malheur Butte) '71
Bridge Section, of FAS 23-109, E. of
#7666 Vale. (Grad., base & struct.)

CIA 4265

8-15-71



STATE OF OREGON

INTEROFFICE MEMO

MAI
BR 15566B

TO: Mr. W. E. Schwartz
Region 5 Engineer

DATE: November 16, 1979

SUBJECT:

Malheur Butte Bridge
Bridge 15566B
Bent Repair

☒ RE	☐ RCE	☐ RME	☒ ROE
☒ RFA	NOV 19 1979		

FROM: L. L. Wallace
Asst. Bridge Engineer

RECEIVED
REGION 5 OFFICE

Here are six copies of drawing 34947, Bent Repair Details.
The drawing includes the changes we discussed in my office last week.

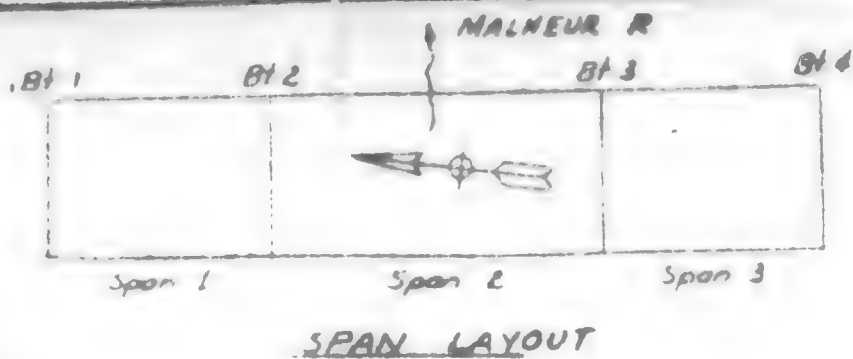
OMP:dh
Enclosure
cc J. H. Wood

1 cy plans to Herb Shaw
2 cy plans for County Approved
11-20-79

W.E. Schwartz
W.J. Hart

Plans for repairs of bents 2 & 3 approved by
Malheur County Court 11-21-79
RLH

Cy D.E. Swan ✓



GENERAL NOTES

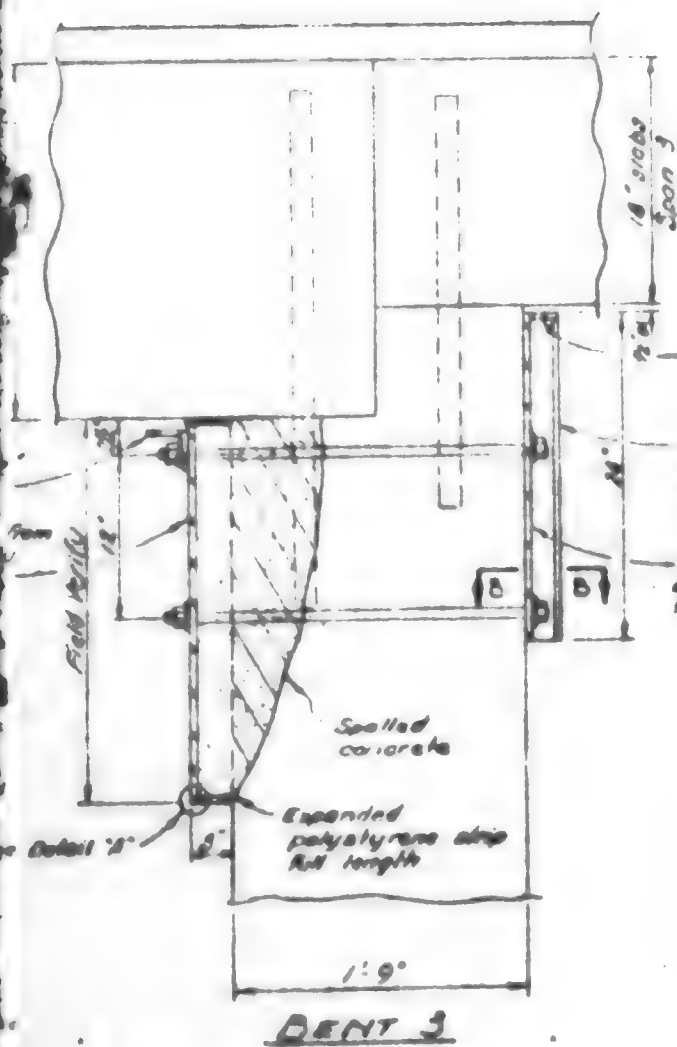
All material and workmanship shall conform to the Standard Specifications for Highway Construction of the Oregon State Highway Division.
 All cement grout and patching material shall be of the non-shrinking type with a minimum strength of 4000 psi in 28 days.
 All steel to be ASTM A-36.
 All bolts to be ASTM A-325 w/nuts & washers.
 Steel and concrete to be cleaned and painted in accordance with Special Provisions.

TEMPORARY SUPPORTS

Temporary slab supports (6"x12" verts) may be removed if not needed or relocated to facilitate work.

REPAIR PROCEDURE

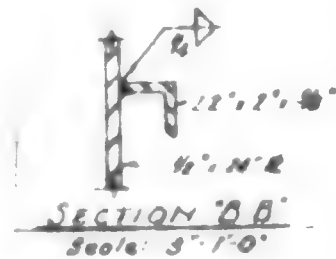
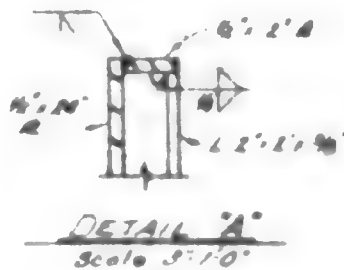
1. Remove any loose concrete from bents
2. Drill 1" holes thru bents
3. Drill holes in assemblies to match holes thru bents
4. Place angles and snug bolts (Use temporary blocking to keep assemblies in place)
5. Patch concrete around assemblies
6. Grout behind assemblies to bottom of slabs
7. Torque bolts 7 days min after grouting



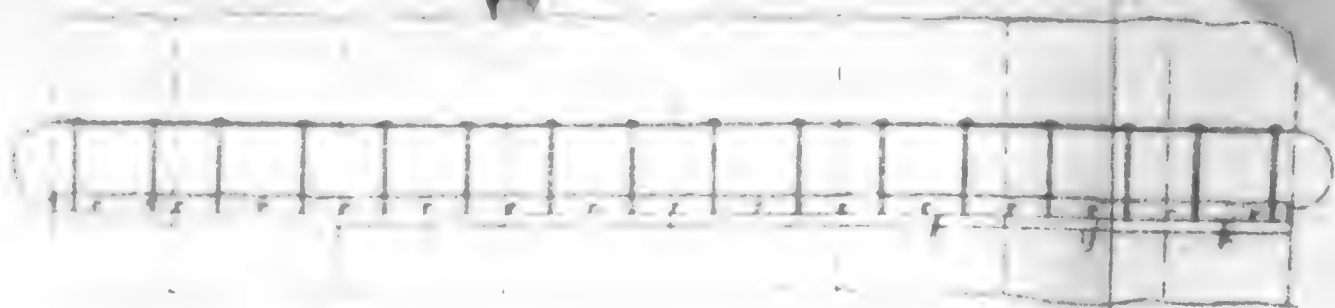
1/2" x 2" x 30' 0" R
(See Detail A)

1/2" x 2" x 48" x 11' 11 1/2"
Place between bents
using spacing shown
for similar spacing
at Bent 2.

1/2" x 24" x 30' 0" R
w/ 1/2" dia holes
for bolts

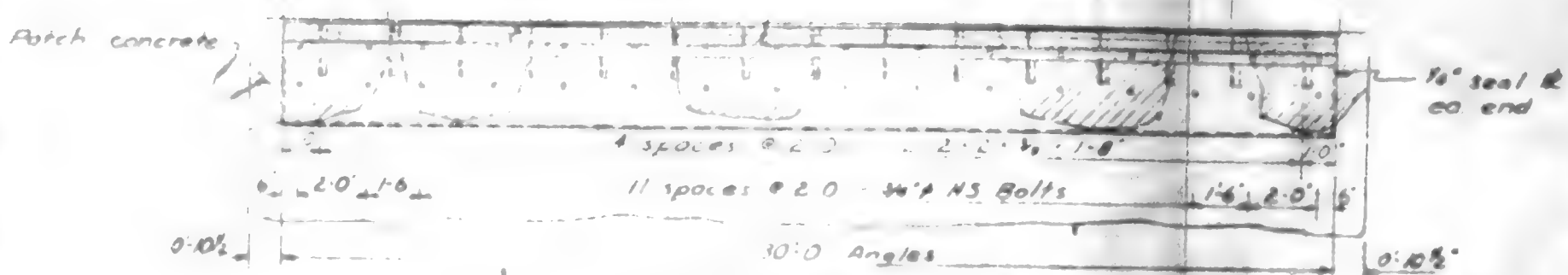


APPROVED: <i>[Signature]</i> STRUCTURAL DESIGN ENGINEER TECHNICAL SERVICES ENGINEER		OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION	
DESIGNED: PARENT DRAWN: ABERNATHY CHECKED: TST REVISIONS: 11-10-79 11-15-79		MALHEUR RIVER (MALHEUR BUTTE) BRIDGE	
DATE: _____ REVISION: _____		BUTTE DRIVE MALHEUR COUNTY	
BENT REPAIR DETAILS		For Information Only: 27207 & 27208	
DATE: OCT. 1979 SHEET NO. 15565 B		SHEET 1 of 1 DRAWING NO. 34947 1	



PLAN BENT 2 (BENT 3 SIMILAR)
Scale: 1/4" = 1'-0"

Repair area of spalled concrete
N side of Bent 2 & 3



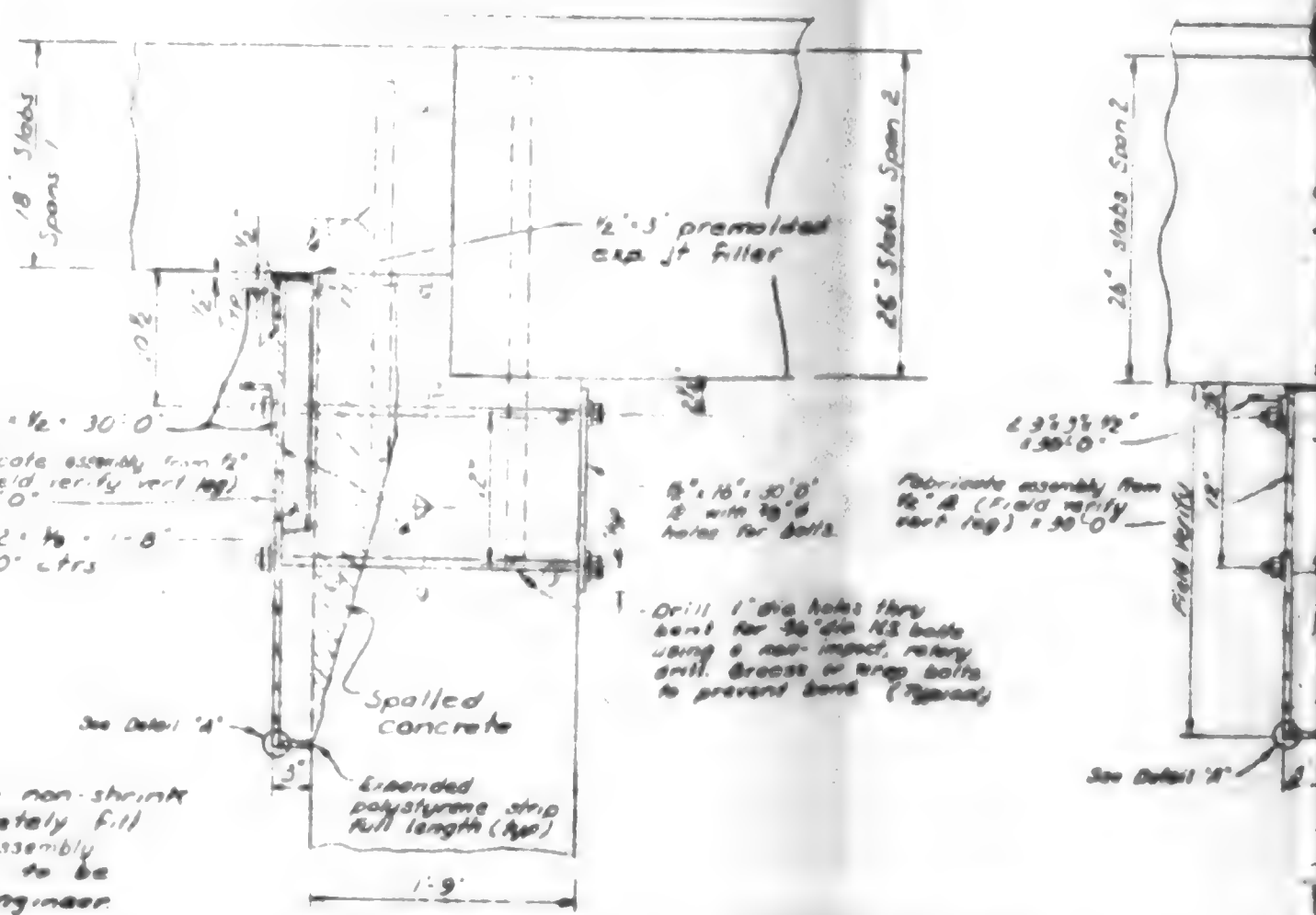
ELEVATION BENT 2 (BENT 3 SIMILAR)
Scale: 1/4" = 1'-0"

APPROVED BY

[Signature]
ENGINEER OR CHAIRMAN

COMMISSIONER

[Signature]
COMMISSIONER



BENT 2

SECTION "A-A"
Scale: 1/2" = 1'-0"

Pump 4,000 psi non-shrink
grout to completely fill
void behind assembly.
Grouting details to be
approved by Engineer.

Drill 1" dia holes thru
bent for 3/4" dia HS bolts
using a non-impact, rotary
drill. Grout or wrap bolts
to prevent bond (if necessary)



County of Malheur

Office of the County Court
COURTHOUSE

[503] 473-3123

☐ RE ☐ RCE ☐ RME ☐ ROE
RFA OCT 11 1979 ☐

RECEIVED
REGION 5 OFFICE

P.O. BOX 130
VALE, OREGON 97918

October 5, 1979

Mr. Roger C. Lang
Federal Aid Specialist
Oregon State Highway Division
P. O. Box 850
LaGrande, Oregon 97850

Re: Malheur River (Malheur Butte) Bridge #15566A

Dear Roger:

The Malheur County Court feels that the bridge defects mentioned in Mr. Herb Shaws letter of September 24 are far beyond the responsibility of Malheur County. It is my understanding that the bridge was designed and built by the Oregon State Highway Department in 1972 using federal money and match money from Malheur County. It was also understood that a bridge of this type should last from 50 to 100 years.

Therefore, we look to the Oregon State Highway Department for the analysis and repair of the structure to bring it up to a standard where it will meet these requirements.

Sincerely,

MALHEUR COUNTY COURT

E. M. Seuell
E. M. Seuell
Malheur County Judge

EMS:lp

cy D.E. Swan
W.J. Hart
Lang

PROJECT MANAGEMENT BRANCH

ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☒

OCT 12 1979

REFERRED TO _____
FOR _____

FILE: PM FA LG.

S-23-109(1)
cont 7666

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

October 8, 1979

FROM: *Roger C. Lang*
 Roger C. Lang
 Region 5 Federal Aid Engineer

SUBJECT: Apparent Design Failure
 Malheur River (Malheur
 Butte) Bridge
 FAS B493 (23-109)
 Bridge No. 15566A
 Contract No. 7666
 Malheur County

TO: D. E. Swan
 Operations Programming Engineer

SALEM

As a result of inspection performed by Herb Shaw, Region Bridge Inspector, on 8/28/79, certain repairs have been recommended by the Highway Division to correct the deficiencies found.

The Malheur County Court is of the opinion the recommended repairs are beyond the scope of normal maintenance. The Court feels the failure may have been caused by improper design and/or improper construction methods; that the structure should have gone several years before major repairs were needed; and that we should stand behind the bridge designed and built by us. Judge Seuell advised he will give me a letter stating this, which I will forward.

In reviewing the inspection report, it is apparent the failure of the slab-bearing seats on bents 2 and 3 are a major concern as a rating of 3 has been assigned for the substructure. The County has been advised they should place temporary shoring in the failure areas to insure stability of the structure until repairs can be made.

Close inspection of the photographs showing bent 2 seems to indicate the cap hoops, #4 bars, are not in the correct position. It appears as though the hoop cage is located 6" + from the top of the bent. My interpretation of drawing no. 27208 places the proper location of the hoops at 1½" from the top. It is also noted the "As Constructed" plans indicate grouting procedures were not followed.

I have attempted to xerox the photographs, but the detail does not show up clearly. John Wood has copies of the photos in his file for immediate examination. We are ordering enlarged photographs and will forward them to Walt Hart when they are available. Also, I have discussed the problem with Curt Duval who feels the problem may be from "racking" of the bents. He notes the pilings were driven vertically to a prescribed bearing and although bearing was achieved, there may not have been sufficient penetration to stabilize the bent.

10-11-79
 Walt Hart is
 handling for now.
[Signature]

original copy with
 attachments to copy.

PROJECT MANAGEMENT BRANCH

ASHT

STE ☐PLE ☐ RE ☐PRE ☒

OCT 9 1979

REFERRED TO

FOR

FILE: PM FA LG.

D. E. Swan

-2-

October 8, 1979

I have discussed the problem with Walt Hart and he agrees we should find out what the problem is and proceed towards correction. Evaluation of construction data and inspection photographs will begin at once. An inspection by a designer is anticipated.

I am not enclosing an Authority for Survey at this time because I haven't the slightest idea of how to handle it or what the cost will be.

It is the Region's opinion that we have goofed somewhere and Region supports the County Court's position.

RCL:sh

cc Judge Seuell
Walt Hart w/attach
John Wood
P. F. Burnett
Herb Shaw

10V-206

MALHEUR RIVER (MALHEUR BUTTE) BRIDGE SEC.				SHEET No.
PAS 23-109 MALHEUR COUNTY				1
RD. ROAD	STATE	PROJECT NUMBER	REAL YEAR	TOTAL SHEETS
8	OREGON	S-23-109(1)		See Index

OREGON
HIGHWAY DIVISION

DESIGNED PROJECT

BRIDGE & STRUCTURE

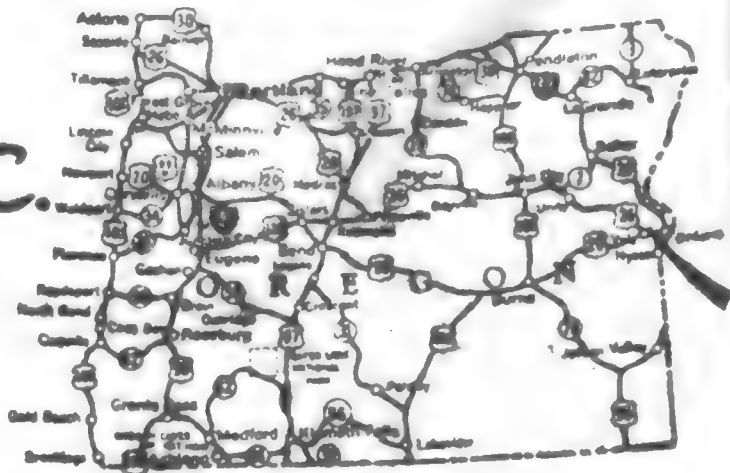
(MALHEUR BUTTE) BRIDGE SEC.

PAS 23-109

MALHEUR COUNTY

APRIL 1971

APRIL 1971



BEGINNING OF PROJECT S-23-109(1)
STA. 5+00

END OF PROJECT S-23-109(1)
STA. 24+00

"AS CONSTRUCTED"
[Signature]
RESIDENT ENGINEER
6-8-72
DATE



STATE HIGHWAY ENGINEER

[Signature]
DEPUTY STATE HIGHWAY ENGINEER

Map
2 Miles

STATE HIGHWAY COMMISSION
Glenn L. Johnson
Fred W. Hill
Thaddeus B. Brown

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:

DATE

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
3	Plan & Profile

D.E. Swan

STATE OF STATE HIGHWAY

PLANS FOR PRO

GRADING, BAS

MALHEUR RIVER (MALH

FAS 23

MALHEUR

AUGU

Readv. S

Dwg. Nos.

2091A - Pipe Details

2126, 2126A, 2126B - Guard Rail

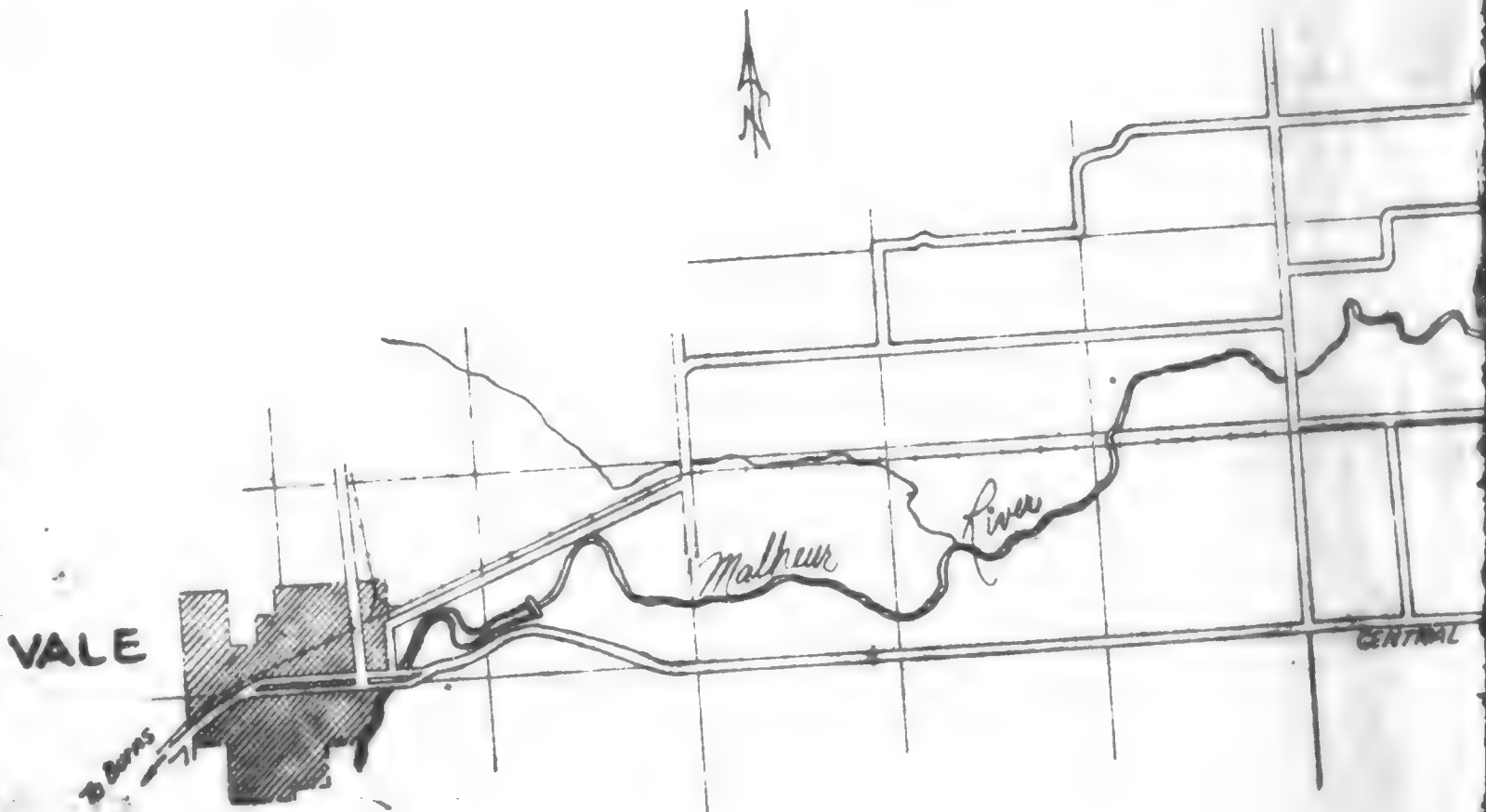
2504 - Identification Signs

27241, S-1, S-5 } Temporary Protection

S-11, S-12 } Direction of Traffic

27207, 27208, 19049 } Structure

23675, 27159



Scale 0

Sketch

10-8-79
Walt Felt⁴ advised this
correction may not be
appropriate for Malheur River
(Malheur Butte) Bridge. —
Wants to evaluate. —

Logan

PILE CAP REPAIR GENERAL NOTES:

Groul shall be of the expanding or non-shrinking type with a minimum strength of 4000 psi in 28 days. Groul proportions shall be approved by the Engineer.

$\frac{3}{4}$ " ϕ H.S. bolts (A325), nuts, washers and $4 \times 4 \times \frac{1}{4}$ " PLs shall be hot-dip galvanized after fabrication.

Embed $\frac{1}{2}$ " $\times$ 1'-8" plates and angles two cools Formula 1-59 Rtd lead or equivalent and two cools Formula 310-74 Gray finish or equivalent before installing.

B Bottom Row: use 1" ϕ $\times$ 9" KNICK-BOLT or approved equal. Drill 1" ϕ $\times$ 6 $\frac{1}{2}$ " deep hole with nominal rebar type drill for 6" ϕ $\times$ 6" embedment (same hole spacing as $\frac{3}{4}$ " ϕ (H.S. bolts) H-S strength (4000 psi groul).

Freeze-damaged sidewalk Slab in spans 1'-2" (slab length 100') to be repaired (Option A) as shown this drawing or slabs replaced (Option B) per details Eng. #33436.

Length of $\frac{5}{8}$ " ϕ 1'-8" π may vary. Splice of π to occur at slab joint. (min. length π 2 slab joints 9'-7 $\frac{1}{2}$ " (4) (max. space 2'-6") H.S. bolts equally spaced (6" ϕ π)

SECTION A-A
Scale: 1" = 1'-0"

Slab joint

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VATION BENT #2 PILE CAP REPAIR

Scale: 1/4" = 1'-0"

SEQUENCE

1. Clear of
2. The hole
3. Torque
4. Spud

APPROVED: *[Signature]*

BRIDGE ENGINEER

TECHNICAL SERVICES ENGINEER

DESIGNED: *[Signature]*

DRAWN: *[Signature]*

CHECKED: *[Signature]*

REVIEWED: *[Signature]*

CALC. BOOK: *[Signature]*

DATE: *[Blank]*

REVISION

Aug 78	Hole size changed
Aug 78	As not center road
Aug 78	Thickness joint filler
Aug 78	Erasing dome shown
Aug 78	Change bottom row bolts

OREGON STATE HIGHWAY DIVISION

BRIDGE SECTION

LITTLE DESCHUTES RIVER

(MONTGOMERY) BRIDGE SECTION

SLAB and PILE CAP REPAIR

FAS-B 345

DESCHUTES CO.

PILE CAP REPAIR DETAILS and OPTION A

(SIDE WALK SLAB REPAIR DETAILS)

ACCOMPANIED BY DWGS. 33436, 27214, 29780

Information Only 29061 thru 29065

DATE: 18 May 1978

BRIDGE NO. 16061A

SHEET 1 of 1

DRAWING NO. 33435

BRIDGE INSPECTION REPORT

BRIDGE NO. 1556

OREGON STATE HIGHWAY DIVISION

FREQ: 795

BRIDGE TYPE R.C. SLAB SPANS
CROSSING (OVER, UNDER) UNDER
DISTRICT 14 YEAR BUILT 1972

NAME MALHEUR R. (MALHEUR BUTTE)
COUNTY Malheur
PHOTOS Yes DATE 8/28/79

HWY. NO. B 493 MILE POST 3.68
INSPECTORS' Shaw, Steaks, Meridith
SIGNATURES Heidi Shaw

OBSERVATIONS

SUBSTRUCTURE (60)		Condition Rating
1. END BENTS	Caps	9
	Piles	9
	Footings	9
	Footings Piles <u>HP 12x53</u>	9
	Backwalls, Bulkheads	9
	Wings	9
2. INTERIOR PIERS OR BENTS	Caps	3
	Columns, Posts	9
	Footings	9
	Footings Piles <u>HP 12x53</u>	9
	Piles	9
	Bracing	9
3. Debris on Seats		9
4. Paint		9
5. Collision Damage		9
6. Scour		N
7. Settlement (Footings or Piling)		N
INSPECTOR'S CONDITION RATING (60)		3
CHANNEL & CHAN. PROTECT. (61)		N
1. Channel Scour		N
2. Embankment Erosion		N
3. Drift		8
4. Vegetation		9
5. Channel Change		9
6. Fender System		9
7. Spur Dikes & Jetties		9
8. Riprap		9
9. Adequacy of Opening		9
INSPECTOR'S CONDITION RATING (61)		9

SUPERSTRUCTURE (59)		Condition Rating
*1. Stringers <u>8-18" PREST. SLABS</u>		9
*2. Girders or Beams <u>8-26" PREST. SLABS</u>		9
3. Floor Beams		9
4. TRUSSES	Chords	9
	Web Members	9
	Portals	9
	Bracing	9
5. Diaphragms, Bridging		9
6. Bearing Devices		9
7. Paint		9
8. Rivets or Bolts		9
9. Welds		9
10. Collision Damage		OK
11. Deflection under Load		OK
12. Alignment of Members		OK
13. Vibrations under Load		9
14. Machinery (Movable Spans)		9
15. TIE RODS		9
INSPECTOR'S CONDITION RATING (59)		9
CULVERTS & RETAIN. WALLS (62)		N/A
1. Barrel or Wall	Concrete	9
	Steel	9
	Timber	9
2. Headwall & Parapet		9
3. Aprons		9
4. Wingwalls		9
5. Adequacy		9
6. Debris		9
INSPECTOR'S CONDITION RATING (62)		N/A

DECK (58)		Condition Rating
1. Deck - Structural Condition <u>59-1,2</u>		9
2. Wearing Surface		9
3. Deck Joints		9
4. Curbs, Felloe Guards		9
5. Sidewalks		9
6. Parapet, Concrete Barrier		9
7. Railing, Posts		9
8. Median Barrier, Railing		9
9. Paint		9
10. Drains		9
11. Lighting Standards		9
12. Utilities		9
13. Vibrations in Deck		9
INSPECTOR'S CONDITION RATING (58)		9
APPROACH ALIGNMENT (65)		9
1. Pavement & Embankment & Rdwy		9
2. Shoulder Embankment		9
3. Relief Joints		9
4. Approach Slab		9
5. Guardrail		9
INSPECTOR'S CONDITION RATING (65)		9
SAFETY FEATURES (36)		0
APPR. ALINE. (72)		9
SIGNING		9
1. Posted Loading		9
2. Legibility		9
3. Visibility		9
INSPECTOR'S CONDITION RATING		9

REMARKS (Key-in to section and number above)
USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES
List apparent cause, severity and pinpoint location of defects listed above.

60-2) Concrete has broken from Bent 2 & 3 caps w/ approx. 3' loss of effective bearing area. Bent 2 cap is broken under 5 of Span 1 slabs (Slab No. 1, 2, 4, 7 & 8), and Bent 3 cap is broken under 3 Span 2 slabs (Slab No. 6, 7 & 8).

MAINTENANCE AND BETTERMENT RECOMMENDATIONS

PREFIX	ITEM	ESTIMATED COST	
		Maintenance	Betterment

NOTE: List under maintenance and betterment recommendations all necessary channel clearing, revetments, bank protection, channel changes, stream bed pavements, riprap work, underpinning or other foundation protection, shoulder and slope protection, repairs to concrete work, painting, waterproofing, preservative treatments, repairs to roadway surfaces, repairs and renewals to timber and piling, and all other maintenance and repair of whatever character.

23-109

July 9, 1974

Malheur County Court
Courthouse
Vale, Oregon 97918

Attention Hon. Roy Hirai
County Judge

Gentlemen:

Final costs, as shown in the enclosed cost statement,
are now available on:

Malheur River (Malheur Butte) Bridge
FAS 23-109

In accordance with an agreement dated September 30,
1970, the amount of \$2,971.01 is due the County. You will
receive a refund in this amount.

Very truly yours,

H. S. Cox
County and City Engineer

By


Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

☐ ENGR.	☒ ASST.	☒ CE	☒ RE	☒ UE
☒ UPE	☒ CE	☒ RE	☒ RE	☐

STATE COPY

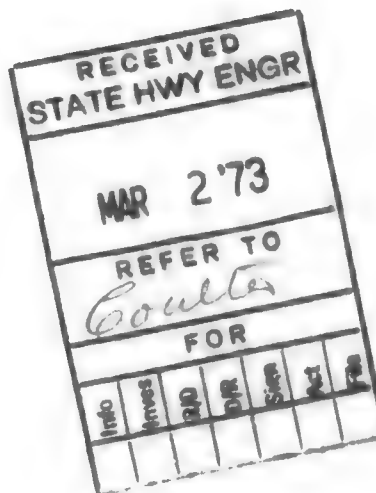
FORM PR-33C (REV. 9-68)		cc: OSHD (A E Johnson) Region Wash DE		3-1-73		U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	
7666				FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN (PPMs 20-5 and 20-6.1)			
INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office				STATE Oregon		REGION NO. 10	
NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT				COUNTY Malheur		PROJECT NO. S-23-109(1)	
SIGNATURE <i>R.A. Young</i>				DATE OF INSPECTION 5/25/72 and 2/14/73		NOTED H. S. COULTER	
TITLE Programming Engineer							
BUREAU OF PUBLIC ROADS INSPECTION MADE BY R. A. Nichols and R. W. Pillsbury							
IN COMPANY WITH Curtis Duval, Resident Engineer, OSHD.				CONTRACT AMOUNT \$ 118,429.00			
CONTRACTOR'S NAME Miller Const. Co.				IMPROVEMENT AS CONSTRUCTED			
DESCRIPTION OF IMPROVEMENT AS PROGRAMED Grade, Drain, Low Type Surfacing and One Structure (Length, 140 ft., Width, 28.21 ft.)				ROADBED (Width 28 feet)		STRUCTURES OVER 20-FOOT SPAN	
				TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER
MAR 01 1973 REGIONAL OFFICE				2010	0.277	28	X080 0.026
REMARKS: The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.							
<u>MALHEUR RIVER (MALHEUR BUTTE) BRIDGE</u>							
The contract was awarded on November 3, 1971, and the contractor began work on January 12, 1972. 175 of the allowed 240 calendar days were used to complete the contract work except for one item. He was unable to place the riprap until the old bridge was removed. The old bridge was to be removed by the County and they could not do so until sometime in the future. In order to release the contractor, it was agreed to have the contractor furnish and stockpile 133 cubic yards of the riprap material instead of placing it. The contractor agreed to do this work at a cost of \$70/cu. yd., a reduction of \$55/cu. yd.							
(more)							
ACCEPTANCE OF PROJECT IS RECOMMENDED				ACCEPTED BY BUREAU OF PUBLIC ROADS			
SIGNATURE <i>R. A. Nichols</i>				SIGNATURE <i>Vernon V. Cusack</i>			
R. A. Nichols				Vernon V. Cusack			
TITLE Area Engineer				DATE MAR 01 1973			

S-23-109(1)

The County completed the removal of the structure and placing the riprap prior to February 14, 1973.

The final cost of the contract items was \$115,291.21, \$3,137.79 or 2½% less than the original contract amount. There were no unusual overruns or underruns.

The materials incorporated into the project reasonably meet the original contract specifications except for the aggregate subbase. It was determined that the blended material used was not detrimental to the project and it was decided to accept the material at a reduced price. Price Agreement #3 was issued to cover the reduction in price.



OREGON STATE HIGHWAY DIVISION

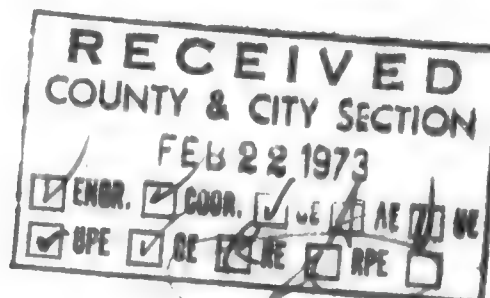
INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon

February 16, 1973

To: ~~W.E. Schwartz~~
 Regional Engineer
 La Grande, Oregon

SUBJECT: Malheur River (Malheur Butte) Br.
 FAS 23-109
 Malheur County
 Contract No. 7666



Malheur counties forces completed the removal of the old steel structure as well as placing additional rip rap and dressing up the old structure site on subject project, 2-15-73. This completes the counties portion of the work.

Mr. R.W. Pillsbury, FHWA, was over the project 2-14-73. At this time the only remaining work to be performed was the removal of some scrap iron and reshaping the ditch between the old and new roadbeds on the north side of the river. The scrap iron was removed 2-15-73 and the ditch will be reshaped when the area is dry enough to allow equipment to work.

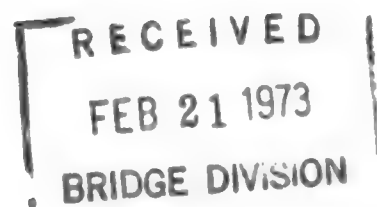
Enclosed are pictures showing the rip rap placed and the old structure site.

Curtis H. Duval
 Curtis H. Duval
 Resident Bridge Engineer

Encl.

cc: Walt Hart (Encl.)
 C.T. Keasey (Encl.)
 file

COX



NOTED
H. S. COULTER

February 14, 1973

731
7666
TO Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

FROM Walter J. Hart
Bridge Engineer

SUBJECT Malheur River (Malheur Butte) Bridge
FAS-23-109(1)

In your letter of January 5, 1973, you indicated that there was two items of work to be done by the county before this project could be accepted.

We have been advised that the county has removed the old bridge, and that riprap has been placed in the area of the old structure.

We believe that the project is now ready for final acceptance.

WJH/ag

cc A. E. Johnson

RECEIVED STATE HWY ENGR						
FEB 15 '73						
REFER TO <i>Coulter</i>						
FOR						
Info	Inv'ts	NO	D/R	Spec	Act	File
☒						

RECEIVED
FEB 20 1973

Office of
Assistant State Highway Engineer

A. E. JOHNSON

NOTED
W. J. HART

NOTED
R. W. ELLISON

Form FHWA-121 (12-47)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

P.O. Box 300
Salem, Oregon 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: Mr. L. H. Young

DATE: January 5, 1973

In reply refer to: 10-35-DA

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Malheur River (Malheur Butte) Br.
Malheur River (Malheur Butte) Sec.
FAS-23-109(1)
Contract No. 7666

We recently received the partially completed Final Inspection
And Acceptance Report for the above project.

The contract work on this project has been completed satisfactorily, however, two items of work have to be completed by the county or others before we can accept the project. It is indicated on Drawing 27207 of the plans that the old structure is to be removed by others, presumably the county. Sheet 3 of the plans show that the riprap is to extend under the structure. The contractor was unable to place this riprap because the structure had not been removed. Because of this, it was agreed during the construction to pay the contractor to furnish and stockpile the riprap that was to be located under the structure, then the county was to place it after they removed the old structure.

When this work is completed, please notify us so we can accept the project.

RECEIVED STATE HWY ENGR							
JAN 9 '73							
REFER TO							
FOR							
Info	Inves	R/D	DIR	Eng	Act	File	

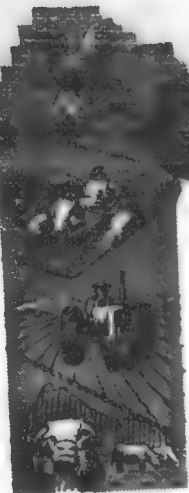
RECEIVED
JAN 10 1973
BRIDGE DIVISION



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

*fas 28-109
malheur Co*

The



County of Malheur

VALE, OREGON

January 25, 1973

H. S. Cox
County and City Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Cox;

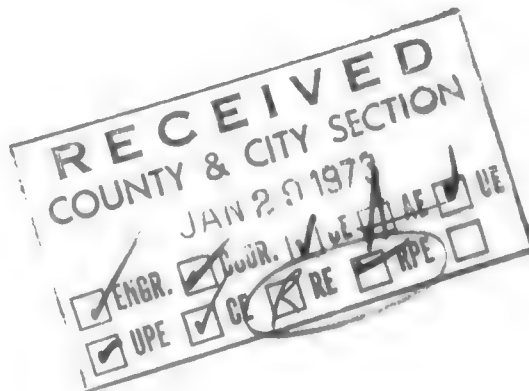
The County road crews started to work on removing the old bridge at the Malheur Butte Site - FAS 28-109 (1) - this morning, January 25, 1973. We expect to complete this job within 10 days. Weather permitting, the riprap will be installed as soon as the bridge is removed. We will notify Curt Duval prior to installing riprap. ✓

Sincerely,

W. E. Gillespie
W. E. Gillespie
Malheur County Engineer

WEG:lp

*Copy to:- C.T. Keasey - Const.
R.J. Wright - Br.
R.A. Nichols - F.H.W.A.
Curt Duval - Reg. 2*



Jan 23-109
Malheur Co

January 11, 1973

Mr. Walter E. Gillespie
Malheur County Engineer
Courthouse
P. O. Box 130
Vale, Oregon 97918

Dear Walt,

We have received two reports concerning the Malheur River (Malheur Butte) Bridge Section, FAS 23-109, which are being passed along to you for your edification.

Will you please contact Mr. Curt Deval in Ontario to determine a workable solution and then send us a letter giving assurance of the date when the County intends to remove the old structure and restore the missing riprap.

Any other comments concerning the two reports would also be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By


for H. S. Cox
County and City Engineer

MD:ljt

Encl.

cc: G. L. Green, FHWA
W. J. Hart
C. H. Deval

☒ ENGR.	☒ COOR.	☒ CE	☒ AE	☒ UE
☒ UPE	☒ CE	☒ RE	☒ RPE	☐

Re:

Malheur River (Malheur Butte) Bridge
Contract No. 7666

Jan. 10, 1973

2:30 PM

I contacted Curt Duvall by telephone this afternoon regarding removal of the old bridge and riprap placement by county forces on this project. Curt reports that the old bridge has not yet been removed, and does not expect it's removal until after the spring runoff sometime after June or July. Further he doubts the county's ability to do the bridge removal work, and has suggested to them that they contact the Army Reserve Engineering Company out of Boise and have them do the removal. They apparently take on such projects for practice.

Duvall also reports that the riprap stockpiled on the jobsite by the contractor for use by the county on this project has been hauled away by the county and used elsewhere.

Duvall reports that Malheur County has been extremely slow in completing work to be done by them on other projects, such as guard rail installations at Harper and Arock, and has performed substandard work on these projects.

It is suggested that some immediate action be taken to assure completion of such work by counties on future project within a reasonable time after work is completed by the contractor, that the county is capable of performing the work assigned, and that the quality of the work performed by the county is equal to the standards set for the remainder of the project.

Jack Davis

RECEIVED									
COUNTY & CITY SECTION									
JAN 11 1973									
☒ ENGR.	☒ CLERK	☒ ASST	☒ AE	☐ UE					
☐ UPE	☐ CE	☐ RE	☐ RPE	☐					

1972

S

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 28, 1972

TO A. E. Johnson
Assistant State Highway Engineer

FROM R. W. Ellison *R.W. Ellison*
Bridge Administration Engineer

SUBJECT Malheur River (Malheur Butte) Bridge
Contract 7666
Route I-5 Motor Service Signing
Contract 7714
Interest Payments

NOTED
A. E. JOHNSON

Two of the projects which were subject to the payment of interest as of September 7, 1972, were Bridge Section projects. Accrual of such interest begins thirty days after issuance of the third notification of completion by the resident engineer.

Malheur River (Malheur Butte) Bridge Section
Contract 7666

This project was subject to interest payments for a period of twenty days. The resident engineer cites the heavy work-load at the time his office was compiling the semifinal as the reason for the delay in submission of the semifinal. A total of twenty-eight days elapsed between the date of the third notification and the date the semifinal was received by Programing. Another twelve days were required to check the quantities. A portion of this time was used in returning data to the resident engineer for his review when the Final Estimates' Office disagreed with a portion of the semifinal.

Price Agreement No. 3 to reimburse the State for non-specified aggregate was sent to the Programing Section thirty-three days after the third notification. An additional nine days elapsed before the project was accepted by Construction, or forty-three days after the third notification.

Accounting procedures required an additional eight days to prepare and send the final voucher. This made a total of fifty days after the third notification.

RECEIVED
SEP 29 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Mr. A. E. Johnson
September 28, 1972

-2-

Route I-5 Motor Service Signing
Contract No. 7714

Interest payments accrued on this project for a period of fourteen days. Submission and checking of semifinal, submission of the region inspection report, and acceptance by both Bridge and Construction Sections were all accomplished with little delay. The excess time was due primarily to late acceptance by the Federal Highway Administration. A letter requesting acceptance by the Federal Highway Administration was sent by Programing on August 8, and the Federal Highway Administration's reply was received September 6 or thirty-five days after the third notification.

Accounting procedures required an additional nine days to prepare and send the final voucher. This made a total of forty-four days after the third notification.

WR/ag

RECEIVED
JUL 24 1972

FOR FILING

7666

July 21, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On July 14, 1972, we wrote to you concerning release of final payment on Contract No. 7666 awarded to Miller Construction Company for work on the Malheur River (Malheur Butte) Bridge Section of FAS 22-109 in Malheur County.

Final payment on this contract is \$797.99 and the total contract amount is \$119,828.91 including \$12.79 for work performed under force account.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Reed, Assistant Secretary

k1

cc Miller Construction Company
Box 8226
Boise, Idaho 83707

cc C. T. Kasey
Walt Hart
V. E. Skoog
Attn: John Harr
W. E. Schwartz

RECEIVED
JUL 14 1972

FOR FILING

7666

July 14, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Conclusion:

Contract No. 7666 awarded to Miller Construction Company for work on the Malheur River (Malheur Butte) Bridge Section of PAS 23-189 in Malheur County was completed on May 11, 1972, and accepted by the Highway Commission on July 12, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before July 19, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Miller Construction Company
Box 8226
Boise, Idaho 83707

bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: John Herr
W. E. Schwartz



OR FILING

**OREGON STATE
HIGHWAY DIVISION**

7-14

*Surety letter
written 7-14 kl*

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **July 12, 1972**

TO Oregon State Highway Commission

FROM ORIGINAL SIGNED
Tom ~~EDWARDS~~
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7666, Work Completed May 11, 1972

Project Malheur River (Malheur Butte) Bridge

Highway FAS 23-109, County Malheur

Type of Work Grading, Paving and Structure

Contractor Miller Const. Co.

Recommended Acceptance Date July 12, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission Meeting on August 8, 1972 for your formal concurrence.

VG:dg

cc Floyd Query ✓
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

agenda

NOTED
FLOYD QUERY

S

WEEK ENDING
June 10, 1972

HIGHWAY
FAS 23-109

SECTION PREFIX
523-1026

COUNTY
Malheur

KIND OF WORK
Grading, Base and Structure

CONTRAC
7666

FEDERAL AID PROJECT NUMBER
S-23-109 (1)

DATE WORK STARTED
Jan. 11, 1972

ESTIMATED COMPLETION DATE

SPECIFIED WORK DAYS	
SPECIFIED CALENDAR DAYS	240
SPECIFIED COMPLETION DATE	

WORK DAYS USED	
CALENDAR DAYS USED	177

PERCENT OF TIME ELAPSED

73.8%

136.119.42

125,325.81

ENGINEERING AUTHORIZATION	10,793.61
	428.12
This Week	
ENGINEERING	10,572.53
COST TO DATE	

PERCENT OF CONTRACT COMPLETED
BASED ON ESTIMATED COST 100%

PERCENT OF CONTRACT
COMPLETED BASED ON
TOTAL AUTHORIZATION 94.7%

5.6

PERCENT OF
AUTHORIZATION

May 31, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

ESTIMATED PERCENT COMPLETE (ROADWORK)						Structure	
CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	100	
			GRADING	Base ~~Sub Base~~	Sub Base ~~Base~~	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		0.31	0.31	0.31			
MILES PARTIALLY COMPLETED		0.31	0.31	0.31			
MILES COMPLETED		0.31	0.31	0.31			
TOTAL ESTIMATED QUANTITIES (CONTRACT)		3,500 CuYd	4,00 CuYd	3,600 CuYd			
TOTAL QUANTITIES CORRECTED TO DATE		3,060	240	3,390			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		3,060	240	3,390			
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							
EQUIPMENT USED DURING THE WEEK:							

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.		15566A		ESTIMATED PERCENT COMPLETE		100%	
PERCENT		100%					
	Calendar WEATHER	~~PER~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY			
SUNDAY 4	Clear-Warm	0					
MONDAY 5	" "	0					
TUESDAY 6	" "	0		 Keasey Bond Walker Johnson RECEIVED JUL 1 1942 CONSTRUCTION			
WEDNESDAY 7	" "	0					
THURSDAY 8	Rain-Warm	0					
FRIDAY 9	" "	0					
SATURDAY 10		0					

Keasey _____
 Bond _____
 Walker _____
 Johnson _____
 RECEIVED
 JUN 1 1942
 COMMISSIONER
 DENVER, COLO.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 4	No Activity on Project this week
MONDAY 5	
TUESDAY 6	
WEDNESDAY 7	
THURSDAY 8	
FRIDAY 9	Semi-final submitted
SATURDAY 10	

Status of Work:

REMARKS

Complete

Work complete and semifinal submitted Friday

SIGNED *Curtis H. Duval* LOCATION Ontario
Curtis H. Duval, Resident Bridge Engineer

PRIME RESIDENT SUBMIT 3 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

RECEIVED
MAY 17 1972

FILED

**OREGON STATE
HIGHWAY DIVISION**

7666

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **May 17, 1972**

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

**Federal-aid Project
No. S-23-109(1)**

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Notification Contract Work Completed**

Contract 7666 Work Completed May 11, 1972

Project Malheur River (Malheur Butte) Bridge

Highway FAS 23-109

County Malheur

VG:js

RECEIVED
FEB 16 1972

FOR FILING

S-23-109(1)

7666

February 15, 1972

Miller Construction Company
Box 876
Boise, Idaho 83701

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7666 for work on
the Malheur River (to lower Butte)
Bridge Section of PAS 23-109 in
Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Ins. Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity - Surety Department
P. O. Box 1216
Tacoma, Washington 98401

cc F. D. Morgan
Walt Hart
Wendell Schwartz
L. H. Young
Attn: Vince Gallagher
Curtis Duval

RECEIVED
FEB 14 1972



MILLER

CONSTRUCTION CO.

General Contractors



S-23-109(1)
7666

220 NORTH PHILLIPPI

BOISE, IDAHO 83707

POST OFFICE BOX 8226

TELEPHONES: BOISE 375-7242 TWIN FALLS 734-3311

February 4, 1972

Mr. Floyd Query
Oregon State Highway Div.
Highway Building
Salem, Oregon 97310

Gentlemen:

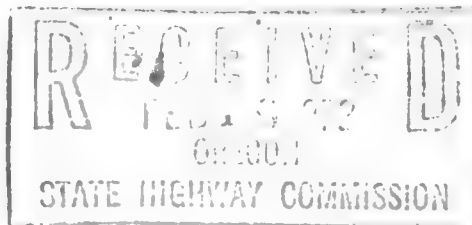
CONTRACT NUMBER 7666

Please consider this our consent to the assignment
of the above contract from Richard L. Miller (deceased)
and Lloyd H. Miller d.b.a. Miller Construction Co.,
a partnership; to Miller Construction Co., an Idaho
Corporation.

Very truly yours,

Lloyd H. Miller
Lloyd H. Miller

LHM:pgh





MILLER

CONSTRUCTION CO.

General Contractors



Files

220 NORTH PHILLIPPI

BOISE, IDAHO ~~83707~~

POST OFFICE BOX ~~8226~~
8226

TELEPHONES: BOISE 375-7242 TWIN FALLS 734-3311

February 1, 1972

Mr. Floyd Query
Oregon State Highway Div.
Highway Building
Salem, Oregon 97310

Gentlemen:

CONTRACT NUMBER 7666

Enclosed please find two (2) copies of the contract which were forwarded to us for signatures. These are being returned to you as per your letter of January 24, 1972.

Mr. Lloyd H. Miller has been out of the state, and we are expecting his return sometime this week. As soon as he is available we will forward a letter from Mr. Miller assigning the contract from the partnership to the corporation.

Very truly yours,

F. D. Beattie
Accountant

FDB:pgh

Enclosures



BUILDERS OF BRIDGES & BUILDINGS • COMPLETE DESIGN & ENGINEERING SERVICE



MILLER

CONSTRUCTION CO.

General Contractors



220 NORTH PHILLIPPI

BOISE, IDAHO 83705

POST OFFICE BOX 876

TELEPHONES: BOISE 375-7242 TWIN FALLS 734-3311

January 12, 1972

Oregon State Highway Div.
Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary

Dear Sir:

In reply to your letter of December 22, 1971
pertaining to contract number 7666, we wish to advise
as follows.

It has been decided, that in as much as Miller
Construction Co. has been incorporated, to proceed
with construction under the corporation rather than
as an individual.

330,000

Attached please find prequalification forms, which
have been completed for the corporation. We are also
attaching as per your request a statement from our
Surety, which will confirm the Bond for the Corporation.

If any further information is required, your early
advise would be appreciated.

I would also appreciate your advise as to whether
this prequalification will suffice for other bids on
Highway Projects.

Very truly yours,

F. D. Beattie
Accountant

FDB:pgh

Enclosures

BUILDERS OF BRIDGES & BUILDINGS • COMPLETE DESIGN & ENGINEERING SERVICE



UNITED PACIFIC
INSURANCE GROUP

BOISE BRANCH: 1114 JEFFERSON STREET • BOISE, IDAHO 83702 • AC 208 343-3693

January 10, 1972

Mr. Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

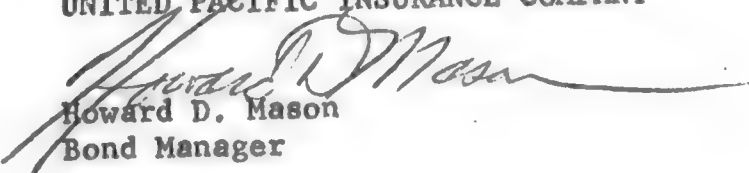
RE: RICHARD MILLER and LLOYD H. MILLER, DBA
MILLER CONSTRUCTION CO. - BOND NO. B-595555
CONTRACT NO. 7666 - MALHEUR RIVER BRIDGE SECTION - FAS 23-109

Dear Mr. Query:

The United Pacific Insurance Company hereby consents to the assignment of the captioned contract from Richard Miller and Lloyd H. Miller d/b/a Miller Construction Co. to the Miller Construction Co., an Idaho Corporation. Our bond no. B-595555, executed on November 15, 1971 in the amount of \$118,429.00, will extend to the performance of this contract by the Miller Construction Co., an Idaho Corporation.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY


Howard D. Mason
Bond Manager

HDM/ch



RECEIVED
JAN 13 1972

FOR FILING

S-23-109(1)
7666

January 18, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 900
Salem, Oregon 97301

Federal-aid Project
No. S-23-109 (1)

Dear Sir:

The work under Contract No. 7666, Malheur River (Malheur
Buse) Bridge Section of the FAS 23-109 Highway in Malheur County,
was started on January 12, 1972.

Very truly yours,

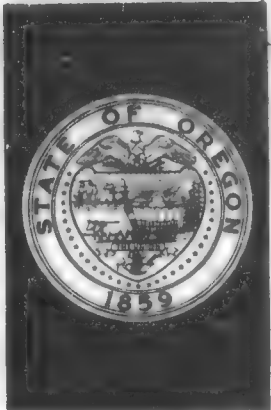
George M. Baldwin
Administrator of Highways

ORIGINAL SIGNED BY
L. H. YOUNG

L. H. Young
Programming Engineer

VG:alc

cc: George M. Baldwin



RECEIVED
JAN 18 1972

FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

5-23-109(1)

HIGHWAY BUILDING

SALEM, OREGON • • • 97310

January 13, 1972

Miller Construction Company
Post Office Box 8226
Boise, ID 83707

Gentlemen:

NOTED
A. E. JOHNSON

Herewith Removal/Fill Permit No. 659 issued by the Division of State Lands covering construction work to be performed on the Malheur River in connection with your Malheur River (Malheur Butte) Bridge Contract No. 7666.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

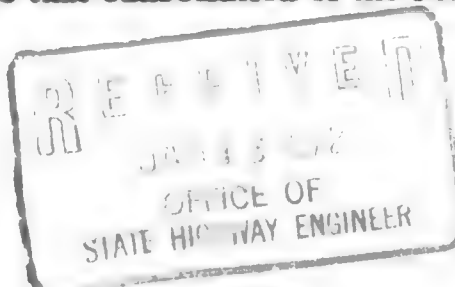
Edwin A. Pease

Edwin A. Pease
Construction Office Engineer

EAP:fr
Attachment

cc: George M. Baldwin
A. E. Johnson
W. B. Schwartz
C. H. Duval

Note: Please advise the Construction Section as soon as work under this Permit is completed so that cancellation of the Permit may be requested.



RECEIVED
DEC 23 1971

FOR FILING

S-23-109(1)
7666

December 22, 1971

Miller Construction Company
General Contractors
220 North Phillippi
Boise, Idaho 83707

Attention: H. O. Bowen
Secretary-Treasurer

Gentlemen:

This morning we received your letter of December 21 in which you indicated that Miller Construction Company wished to proceed with the original Contract No. 7666 under the partnership.

Previously your company had expressed a desire to have the contract transferred to Miller Construction Company, a Corporation, due to the death of one of the partners.

The execution of the contract, as prepared under the partnership basis, has been discussed with our Chief Counsel and I am advised that because of the death of one of the partners, the partnership no longer exists.

The question now arises as to the ability of the remaining partner to perform the contract as an individual. Also approval by the surety of the contract on an individual basis will be required.

Attached are two prequalification forms one of which should be filled in by the remaining partner showing his individual worth and returned to us as soon as possible.

We will also require from the surety their written statement that they will confirm for the individual the bond furnished for the partnership.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:kl:dr
Att.

bc R. L. Porter
Tom Edwards
A. E. Johnson

L. I. Lindas
F. D. Morgan
H. S. Coulter



MILLER

CONSTRUCTION CO.

General Contractors



220 NORTH PHILLIPPI

BOISE, IDAHO ~~83707~~
83707

POST OFFICE BOX ~~8226~~
8226

TELEPHONES: BOISE 375-7242 TWIN FALLS 734-3311

December 21, 1971

*Contract
7666*

Mr. Floyd Query, Secretary
Oregon State Highway Dept.
Highway Building
Salem, Oregon 97310

Dear Mr. Query:

We have discussed the referred transfer with our attorney and have decided to return the original contracts. These contracts were returned on December 8, 1971.

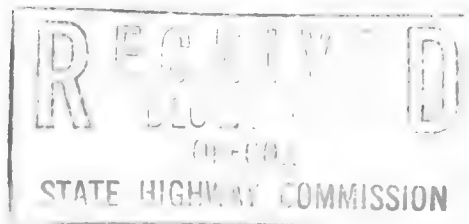
We trust this is adequate for you.

Sincerely yours,

H. O. Bowen

H. O. Bowen
Secretary-Treasurer

HOB/pgh



BUILDERS OF BRIDGES & BUILDINGS • COMPLETE DESIGN & ENGINEERING SERVICE

RECEIVED
DEC 16 1971

FOR FILING

5-23-109(1)
7666

December 15, 1971

Miller Construction Company
P. O. Box 876
Boise, Idaho 83705

Attention: H. O. Boven
Secretary-Treasurer

Gentlemen:

Attached is a copy of a letter that we wrote to you on November 22 concerning transfer of Contract 7666 from the Miller Construction Company partnership to Miller Construction Company, an Idaho corporation.

Please let us know what action you intend to take so that the contract can be properly executed.

We have in our office the two copies of the contract signed by Lloyd H. Miller and executed by the surety which you returned to us on December 8.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fm

Att.
cc

R. L. Porter
Tom Edwards
A. E. Johnson
L. I. Lindas
F. D. Morgan
H. S. Coulter

RECEIVED
NOV 28 1971

FOR FILE

S-23-107(1)
7666

cc R. L. Porter
T. Edwards
A. E. Johnson
L. I. Linds
F. D. Morgan
H. S. Coulter

November 22, 1971

Miller Construction Company
P. O. Box 876
Boise, Idaho 83705

Attention: H. O. Bowen
Secretary-Treasurer

Gentlemen:

This is in reply to your letter of November 17 concerning the transfer of Contract No. 7666 from the partnership of Miller Construction Company to Miller Construction Company, an Idaho corporation.

The reason for the transfer is occasioned by the death of one of the partners, Mr. Lloyd Miller, on November 1, 1971. Bids were received for this contract on October 28 and was formally awarded on November 3, 1971.

Procedure in this matter has been checked with our Chief Counsel and it appears that we will need the following information:

1. A copy of the partnership agreement.
2. A copy of the assignment form from the remaining partner to the corporation.
3. A prequalification statement for the corporation.
4. Under Oregon law, it is necessary for the corporation to register with the Corporation Commissioner, 158 12th Street, NE, Salem, Oregon 97310

With the information that is requested above, please return the contracts that you have for such modifications as will be necessary.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fm

Att. (pre-qual. statement)

REFERRED TO

Endas McKenney
BY SECRETARY

Miller Constr Co., a partnership
Consisting of Richard Miller & Lloyd
H. Miller submitted the low
bid on the Malheur River Bridge
on Oct. 28, 1971. (Contract 7666)

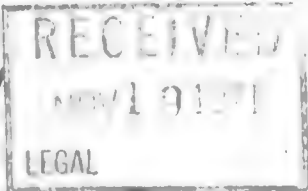
Subsequently Richard Miller was
killed in a plane crash.

What should be our course of
action?

Awarded 11/3/71
F. Query

Learned:

Loake & me like the
Corp. is the successor or
assignee of the
partnership -
as an Idaho Corp. - they will
have to qualify to do business in
Oregon before they sign the contract.
What do you think - Frank





MILLER

CONSTRUCTION CO.

General Contractors

REFERRED TO

Ludas or McKinney
BY SECRETARY
11-19-71



220 NORTH PHILLIPPI

BOISE, IDAHO 83705

POST OFFICE BOX 876

TELEPHONES: BOISE 375-7242 TWIN FALLS 734-3311

November 17, 1971

Oregon State Highway Division
Salem, Oregon

Gentlemen:

We are in receipt of three copies of a contract on the Malhauer River Bridge No. 7666, made out to Richard Miller and Lloyd Miller, co-partners. Upon the death of Mr. Richard Miller on November 1st, legally the partnership ceases to exist.

Please forward a new contract made out to Miller Construction Company, an Idaho corporation, Box 876, Boise, Idaho.

Mr. Lloyd Miller is president of this corporation and Mr. H. O. Bowen, secretary-treasurer.

Very truly yours,

H. O. Bowen

H. O. Bowen

Secretary-Treasurer.



STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 12-1	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 11-26-71	STATE Oregon
PROJECT REPORT NO. 3		COUNTY Malheur
		PROJECT NO. 8-23-109(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 7.0 mi. NE of Vale

"Malheur River (Malheur Butte) Bridge Section"

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-4-71	0.303
OTHER (Specify)		

FUNDS

Pro Rate 63.55%

ESTIMATED TOTAL COST OF PROJECT

\$ 136,118.00

FEDERAL FUNDS

\$ 86,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Department)

By

Assistant State Highway Engineer

(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

By

(Division Engineer)

For: R. E. Simpson

Date executed by
Division Engineer

NOV 26 1971

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The

contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however*, that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: *Provided*, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

November 19, 1971

Mr. R. K. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Project No. S-23-109(1)
Malheur River (Malheur Butte)
Bridge Section

Dear Sir:

We are forwarding four copies each of project agreement estimate and project agreement for the subject project. Two copies of the project agreement have been signed by a highway official.

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, subject: "Consideration of the overall interests of the public in the Federal-aid highway programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding this project.

The specifications and proposal contain certifications conforming to Mr. J. H. O'Connor's memorandum of February 23, 1968, in regard to nonsegregated facilities.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

JG:js

Oregon State Highway Division

Federal-Aid
Project No. S-23-109(1)

MALHEUR RIVER (MALHEUR BUTTE) BRIDGE SECTION

FAS 23-109 IN MALHEUR COUNTY

Salem, Oregon, November 19, 1971

Project Agreement Estimate.

Type Code 2010

Roadway (Sta. 5+00 to Sta. 21+00)

Temporary Protection and Direction of Traffic	All Required		\$ 2,695.00
Clearing and Grubbing	All Required		2,000.00
Embankment in Place	3,500 cu.yds.	1.75	6,125.00
Toe Trench Excavation	380 cu.yds.	3.25	1,235.00
Trench Excavation	20 cu.yds.	5.00	100.00
Finishing Roadbed and Slopes	All Required		1,500.00
Watering	150 M-gals.	3.00	450.00
Aggregate Subbase	3,600 cu.yds.	2.50	9,000.00
3/4" - 0 Aggregate Base	400 cu.yds.	4.00	1,600.00
12-inch Culvert Pipe	110 lin.ft.	6.00	660.00
Guard Rail, Type 2A	325 lin.ft.	7.50	2,437.50
Guard Rail Anchors	4 only	125.00	500.00
Extra for Guard Rail Bridge Connection	4 only	95.00	380.00
Loose Riprap, Class 700	1,410 cu.yds.	12.50	17,625.00
			<u>\$46,307.50</u>
Flagging (60% of Contractors Cost)	All Required		\$ 1,000.00
Temporary Erosion Control	All Required		500.00
			<u>\$ 1,500.00</u>
	Subtotal		<u>\$47,807.50</u>
	Engr. & Cont.		<u>6,453.50</u>
	Total		<u>\$54,261.00</u>

Type Code X080

Bridge #15566A (Sta. 16+87 to Sta. 18+27)

Shoring, Cribbing, Etc.	All Required		\$ 7,995.00
Structure Excavation	100 cu.yds.	4.50	450.00
Furnish HP 12 x 53 Steel Piling	825 lin.ft.	8.00	6,600.00
Drive Steel Piles	22 only	115.00	2,530.00
Splice Steel Piles	5 only	60.00	300.00
Class A Concrete (93 cu.yd.)	All Required		7,262.50
3' x 40'/45' Prestressed Slabs	4 only	1,416.00	5,664.00
3' x 55'/60' Prestressed Slabs	2 only	2,321.00	4,642.00

4' x 40'/45' Prestressed Slabs	12 only	1,416.00	16,992.00
4' x 55'/60' Prestressed Slabs	6 only	2,321.00	13,926.00
Reinforcement (8,500 lb.)	All Required		1,440.00
Metal Rail	288 lin.ft.	15.00	<u>4,320.00</u>
	Subtotal		\$72,121.50
	Engr. & Cont.		<u>9,735.50</u>
	Total		<u>\$81,857.00</u>

Length of Roadway - - - - - 0.277 mile
 Length of Structure - - - - - 0.026 mile
 Total 0.303 mile

Cost of Roadway Per Mile- - - - \$195,888.09

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>	<u>County Funds</u>
Roadway	\$54,261.00	\$34,481.00	\$ 9,890.00	\$ 9,890.00
Structure	<u>81,857.00</u>	<u>52,019.00</u>	<u>14,919.00</u>	<u>14,919.00</u>
Totals	\$136,118.00	\$86,500.00	\$24,809.00	\$24,809.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
 Chap. 529, Laws 1939.
 State Funds for Maint.: Chap. 529, Laws 1939.

Group 100Z

Contract No. 7666

Prefix: 523-1026

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT
INVOICE

NO. 107745

FORM A-150 (3-66)

DATE

BILLING REQ. NO.

YOUR ORDER NO.

CREDIT DISTRIBUTION

11-15-71

1071

100-100-27

-
- Valheur County
- Courthouse
- Vale, Oregon 97918

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION

QUANTITY

UNIT PRICE

TOTAL PRICE

Attention: Hon. Ellis White, Judge

Advance Deposit

Partial transfer of the Advance Deposit for the Valheur River (Valheur Butte)
Bridge Section, #18 23, 109. Covered by a receipt dated 9-30-70.

To be retained

COUNTY & CITY SECTION

NOV 17 1971

☒ ADV. ☒ DEPOSIT ☐ RPE ☐ RPE ☐ RPE ☐ RPE

27,200.00

20,200.00

7,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request \$.....

By


☒ ENGR.	☒ CORR.	☒ CE	☒ RE	☒ UE
☒ UPE	☒ CE	☒ RE	☒ RPE	☐

Malheur County Court
Courthouse
Vale, Oregon 97918

November 12, 1971

Re: Malheur River (Malheur Butte)
Bridge Section
FAS 23-109
Malheur County

Gentlemen:

This is to acknowledge receipt of the County's advance deposit in the amount of \$27,200.00 for subject project.

A copy of the construction plans and contract (No. 7666) are enclosed for your information and reference. If more copies are desired, please do not hesitate to request same.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

☒ MR.	☒ MR.	☒ MR.	☒ MR.	☒ MR.	☒ MR.	☒ MR.	☒ MR.
☒ MR.	☒ MR.	☒ MR.	☒ MR.	☒ MR.	☒ MR.	☒ MR.	☒ MR.

SALEM, OREGON
November 2, 1971

Mr. Vern Skoog
Controller
BUILDING

Malheur Butte (Malheur River) Bridge Sect.
FAS 23-109
Malheur County

Attn: Mr. John Herr

Malheur County's check in the amount of \$27,200 has been received by the Highway Commission Secretary and will be forwarded to you. This is the required amount for the advance deposit for the subject project and the contract is now clear for award.

HR
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

cc: Ivan Merchant
L. H. Young

Rec'd. by _____

Date _____

DEPT OF TRANSPORTATION
NOV 8 - 1971

S-23-109(1)
7666

November 6, 1971

Miller Construction Co.
Box 876
Boise, Idaho 83701

Gentlemen:

Enclosed are three copies of Contract No. 7666 for work on the Malheur River (Malheur Butte) Bridge Section of FAS 23-109 in Malheur County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin November 19, 1971.

Very truly yours,

Floyd Cherry, Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.
cc

Frank Morgan
L. H. Young
Attn: V. Gallagher
I. D. Merchant
H. S. Coulter
Curtis Duval

NOV 8 - 1971

S-23-109(1)
7666

November 3, 1971

Miller Construction Company
P. O. Box 876
Boise, Idaho 83701

Gentlemen:

The State Highway Commission on November 1, 1971, accepted your proposal for work on the Malheur River (Malheur Butte) Bridge Section of FAS 23-109 in Malheur County for the sum of \$118,429 and referred it to the State Highway Engineer with authority to award the contract as soon as Malheur County approves the project and deposits \$27,200.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7666.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

DR

cc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland
Frank Morgan
Ivan Merchant
Don Trout
H. S. Coulter
Curtis Duval
Wm. Geibel (SAIF)

DECEMBER
NOV 2 - 1971

FOR FILING

5-23-109(1)
7666

November 2, 1971

Miller Construction Company
P. O. Box 876
Boise, Idaho 83701

Gentlemen:

The State Highway Commission on November 1, 1971, accepted your bid in the amount of \$118,429 on the Malheur River (Malheur Butte) Bridge Section of FAS 23-109 in Malheur County, which was the low bid received for that job on October 28.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as Malheur County approves the project and deposits \$27,200. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc

Frank Morgan
Ivan Merchant
H. S. Coulter
Curtis Duval

☒ ENGR.	☒ COOR.	☒ CE	☒ AE	☒ U
☒ UPE	☒ CE	☒ RPE	☐ RPE	☐ RPE

October 29, 1971

Malheur County Court
Courthouse
Vale, Oregon 97918

Attn: Hon. Ellis White
Judge

Gentlemen:

On October 28, 1971, a satisfactory bid was received from the Miller Construction Company, Boise, Idaho 83701, for the Malheur River (Malheur Butte) Bridge Section, FAS 23-109. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	\$118,429.00
Flagging	1,000.00
Erosion Control	500.00
13 1/2 Engineering and Contingencies	<u>16,190.42</u>
Estimated Total Cost	\$136,119.42

County Advance Deposit:

20% of \$136,119.42 = \$27,223.88, or say \$27,200.00.

Please make this advance deposit in the amount of \$27,200.00 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

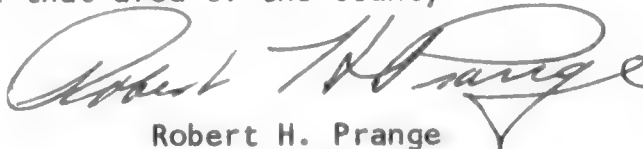
9 3 - 71

MEMO TO FILES

Re: Malheur River (Malheur Butte Bridge Section
Butte Drive, FAS 23-109
Malheur County

Pedestrian paths and/or bicycle trails will not be established under this project as per ORS Chapter 376, Section 2, subsection 2(b) which states that footpaths and trails are not to be established if their cost would be excessively disproportionate to their need or probable use.

Due to the isolation and short length of the project, the construction of footpaths or bicycle trails would not be practicle. Sparsity of population indicates that such paths or trails would be put to very little use in that area of the county.

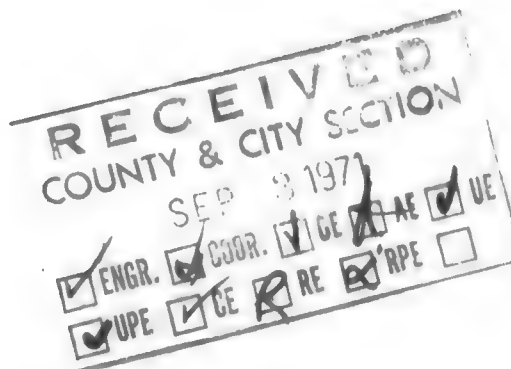


Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt

9/3/71

cc: R. D. Asburry



COUNTY & CITY SECTION
SEP 2 1971
☒ ENGR. ☒ COOR. ☒ DE ☒ AE ☒ UE
☒ UPE ☒ CE ☒ RE ☒ APE ☐

fas 23-109

MEMO TO FILES

Re: Malheur River (Malheur Butte) Bridge Section
FAS 23-109
Malheur County

I called Judge White to inform him of the increase in our revised estimate for this project and discussed new data for accepting bids. He was quite concerned that the estimate had been increased and requested that this project be rescheduled for October 28, 1971.

Harold Reypoldson
Harold Reypoldson
Rural Program Engineer
County and City Section

HR:ljt

9/2/71

cc: C. G. Swenson
B. L. Gifford

SEP 3 1971

S-23-109()
7666

September 2, 1971

Oregon State Highway Commission

Gentlemen:

Bids will be taken September 30, 1971, on the following projects. After each project is an explanation of our plans concerning establishment of footpaths and bicycle trails as set forth in House Bill 1700.

1. Manaloosa Safety Rest Area, Columbia River Highway.

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved. The project covers only the building of a well.

2. Patterson St.-Malin Junction Section, Klamath Falls-Lakeview highway.

Sidewalks are being provided throughout the length of this project.

3. S. W. Allen Boulevard at Western Avenue (Beaverton) Section, FAS 640.

This is an industrial park. No footpaths or bicycle trails are planned as it is deemed to be contrary to public safety, under which conditions footpaths and trails are not required under Section 2(2)(a), House Bill 1700. This is a traffic signal installation.

4. S. W. Erickson Avenue-S. W. Main Avenue (Beaverton) Section.

This project has existing sidewalks throughout, making additional construction unnecessary.

5. S. E. McLoughlin Boulevard at S. E. Glen Echo Avenue (Gladstone) Section, Pacific Highway East.

Footpaths and bicycle trails were eliminated on this project under authority granted by Section 2 (2) (a), it being deemed such paths and trails would be contrary to public safety. This is a traffic signal installation.

6. Malheur River (Malheur Butte) Bridge, FAS 23-109.

Cancelled.

7. Mila Point 39.2 Slide Section, Sunset Highway.

No footpaths or bicycle trails planned for this project because of its isolation; and, since it does not connect with any existing community, the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

8. Cape Meares Loop Road and Bay Ocean Road Slide Sections, FAS 315.

9. Sawyers Rapids and Elkton Slide Sections, Unqua Highway.

Same as No. 7.

10. Seaver Hill Hill Slide Section, Oregon Coast Highway.

Same as No. 7.

11. Pieper Canyon Road-Bunker Hill Road Section, Heppner Highway.

No footpaths or bicycle trails planned, as provided under Section 2 (2)(c). The sparsity of population indicates an absence of need for such paths and trails. This project does not connect with any existing community and there are only three residences within the project limits.

Oregon State Highway Commission
September 2, 1971
Page 3

12. Emigrant-Frazier (Pendleton) Couplet Section,
Pendleton-John Day Highway.

Sidewalks are provided throughout the project on both sides.

13. Country Club Road Interchange Section, Eugene-Springfield Highway.

Pedestrian signals and the necessary appurtenances to move both bicycle riders and pedestrians through the intersections are provided.

14. Cape Blanco State Park.

Bicycle trails are not included because of a lack of demonstrated need. Existing and proposed park roadways will be adequate to handle both bicycle and automobile use anticipated for the immediate future.

This matter will be on the agenda for the September 8 meeting and your approval is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Lloyd P. Shaw
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
L. H. Young
F. L. Hall
F. D. Morgan
D. G. Talbot
R. N. Bothman

RDA:ia fn

✓✓✓✓✓
✓✓✓✓✓

Malheur County Court
Courthouse
Vale, Oregon 97918

August 27, 1971

Attn: Hon. Ellis A. White
Judge

Re: Malheur River (Malheur Butte) Bridge Section
Malheur Butte Road, FAS 23-109
Malheur County

Gentlemen:

On August 26, 1971, we opened bids on subject project. The only bidder was Ross Bros. of Salem, Oregon. The bid by this one contractor was approximately 40 per cent over our estimate so we are rejecting it and will readvertise the project.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR
Harold Reynoldson
Rural Program Engineer

HR:ljt

cc: H. S. Coulter
L. H. Young

Suggest
9-30-71 Lettini

10/

MALHEUR RIVER (MALHEUR BUTTE) BRIDGE SECTION

FAS 23-109

MALHEUR COUNTY

FAP No. S-23-109(1)

Grading, Base and Structure

Bids Received August 26, 1971

1. Temporary Protection and Direction of Traffic	All Spec.		\$ 4,895.00
2. Clearing and Grubbing	All Spec.		3,500.00
3. Embankment in Place	3,500 cu.yds.	1.50	5,250.00
4. Toe Trench Excavation	380 cu.yds.	3.50	1,330.00
5. Trench Excavation	20 cu.yds.	5.00	100.00
6. Finishing Roadbed and Slopes	All Spec.		400.00
7. Watering	150 M-gals.	3.00	450.00
8. Aggregate Subbase	3,600 cu.yds.	3.00	10,800.00
9. 3/4" - 0 Aggregate Base	400 cu.yds.	4.50	1,800.00
10. 12-inch Culvert Pipe	110 lin.ft.	6.00	660.00
11. Guard Rail, Type 2A	325 lin.ft.	6.00	1,950.00
12. Guard Rail Anchors	4 only	250.00	1,000.00
13. Extra for Guard Rail Bridge Connection	4 only	200.00	800.00
14. Loose Riprap, Class 700	1,460 cu.yds.	12.00	17,520.00
15. Bridge Removal Work	All Spec.		5,000.00
16. Shoring, Cribbing, Etc.	All Spec.		2,000.00
17. Structure Excavation	150 cu.yds.	6.00	900.00
18. Furnish HP 12x53 Steel Piling	825 lin.ft.	8.00	6,600.00
19. Drive Steel Piles	22 only	140.00	3,080.00
20. Splice Steel Piles	5 only	40.00	200.00
21. Class "A" Concrete	All Required		11,160.00
22. 3' x 40'/45' Prestressed Slabs	4 only	1,100.00	4,400.00
23. 3' x 55'/60' Prestressed Slabs	2 only	2,000.00	4,000.00
24. 4' x 40'/45' Prestressed Slabs	12 only	1,300.00	15,600.00
25. 4' x 55'/60' Prestressed Slabs	6 only	2,600.00	15,600.00
26. Reinforcement	All Required		1,700.00
27. Metal Rail	288 lin.ft.	12.00	3,456.00

For Comparison of Bids \$ 124,151.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	\$124,151.00
Anticipated Additional Items:	
Flagging (State Share)	1,000.00
Temporary Erosion Control	500.00
	<u>1,500.00</u>
	\$125,651.00
Engr. & Cont. (13 1/2%)	<u>16,962.89</u>
Estimated Net Authorization, Constr.	\$142,613.89

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

RECEIVED
COUNTY & CITY SECTION

AUG 1 1971

☒ ENGR. ☐ CORR. ☒ CE ☒ RE ☒ UPE ☒ UPE ☒ CE ☒ RE ☒ RPE ☐

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 23-109

Project Name Malheur River (Malheur Butte) Bridge Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.
2. We hereby certify that: (check two)
 - ☒ There has been no displacement of persons from residences, farms, or businesses; or
 - ☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.
 - ☒ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.
3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Vale, Oregon,

this 24 day of August, 19 71.

Malheur County

Ellis A. White

Judge

Henry G. Gishin

Commissioner

E. W. Maas

Commissioner

Copy to:- John Oaks
R.N. Chase
C. G. Swenson
H. S. Coulter (Reg. 5)

(5/12/70)

RECEIVED

FOR FILING

S-23-109(1)
7666

August 23, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Simpson:

We have advertised the following projects for bid opening on August 26, 1971:

1. 7th Ave.-Willamette River (Eugene)
Section, I-105-4(115)196
2. Salt Creek Section, ERFO-223(2)
3. Malheur River (Malheur Butte) Bridge
Section, S-23-109-(1)
4. Cape Meares Loop Road Section and Bay
Ocean Road Section, ER-239(1)

The special provisions for these projects contain a wage determination of the Secretary of Labor, No. AR-6678 dated February 18, 1971, with an expiration date of June 7, 1971. By notice of variation published in the Federal Register on April 3, 1971 (36 F.R. 6467), this wage determination was extended until it is replaced by a new wage determination.

We have been notified that a new area-wide wage determination for the State of Oregon will be printed in the Federal Register on August 27, 1971.

Since it would not be possible to award contracts for these projects prior to August 27, 1971, we, as the

Mr. R. E. Simpson
August 23, 1971
Page 2

contracting agency, pursuant to the authority given in the Federal Register published on August 6, 1971 (36 F.R. 14542), are hereby extending the Labor Department Wage Determination No. AR-6678 for a period of 30 days to permit awarding of contracts for these projects in an orderly contracting procedure.

We ask for your concurrence in this matter.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

bc R. L. Porter
F. B. Klaboe
Frank Hall
L. I. Lindas
C. G. Swenson

CGS:mw ja

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17, 1971

To: F. B. Klaboe
Asst. State Highway Engineer

SUBJECT: Area Wage Determinations
Publication in the Federal Register
Reference - FHWA Notice dated
July 30, 1971

B U I L D I N G

The following is a brief report on the new procedure in publication of area wage determinations and their effect on our contracting of Federal Aid Projects.

The area wage determinations and modifications thereto will henceforth be published in the Friday issues of the Federal Register. The first determination covering Oregon will be published in the August 27, 1971, issue and will be in effect for 120 days unless modified.

The effective date of the determination is the date of publication.

The wage determination to be included in F. A. contracts is the determination in effect at the time of award of the contract.

Currently the State library and the Supreme Court Law Library are receiving this publication one week after the publication date.

The first publication of these determinations carries a preamble giving the contracting agencies the right to extend the current determination 30 days on projects on which bids have been opened or will be opened within ten days of the effective date of the determination. This leaves us with two ways to go on the F. A. Projects for which we are going to open bids August 26, 1971; either award the contracts on the day we open bids or extend the current determination 30 days. Attached is a copy of a rough draft of a suggested letter to the FHWA making it a matter of record that we propose to extend the current determination 30 days on these projects.

*orig. to
Edw
8-18-71*

F. B. Klaboe
August 17, 1971
Page 2

Glen Green has been in contact with the Department of Labor office in Washington, D. C., and they have indicated to him that the authority to extend these determinations by the contracting agencies is only a "one shot" deal. If this is the case, these new regulations will certainly not permit orderly contracting procedures. The determination for Oregon which will be good for 120 days would mean that there will be a new determination published December 24, 1971. We have a bid opening scheduled for December 15, 1971, and contracts for all F. A. Projects opened on that date would have to be awarded prior to December 24, 1971. This could be further complicated if interim modifications are issued. It can safely be assumed that this situation is not unique to Oregon; that is, all other states would have the same problems to some degree. Glen Green has suggested that we direct a letter to them requesting their aid in an attempt to get the Department of Labor to change their regulations.

I believe we could live with a regulation that the wage determinations and any modifications thereto become effective 30 days after publication of the determinations in the Federal Register, and even this would be squeezing the time for getting new determinations or modifications to bidders about a week before bid openings.

Frank L. Hall
Design Engineer
By:



C. G. Swenson
Specifications Engineer

CGS:jf



DEPARTMENT OF LABOR

Employment Standards Administration

MINIMUM WAGES FOR FEDERAL AND FEDERALLY ASSISTED CONSTRUCTION

Area Wage Determination Decisions for Specified Localities in the States of Connecticut, Massachusetts, and Rhode Island

There are set forth below general Area Wage Determination Decisions Nos. AM-1589 through AM-1605 of the Secretary of Labor. These decisions specify, in accordance with applicable law and on the basis of information available to the Department of Labor from its study of local wage conditions and from other sources, the basic hourly wage rates and fringe benefit payments which are determined to be prevailing for the described classes of laborers and mechanics employed in construction activity of the character and in the localities specified therein. The decisions are applicable to Federal and federally assisted construction in described localities situated within the States of Connecticut, Massachusetts, and Rhode Island. No general area wage determinations are currently applicable to localities within such States other than those described in these decisions; only determinations for specific projects are made in such other localities.

The determinations in these decisions of such prevailing rates and fringe benefits have been made by authority of the Secretary of Labor pursuant to the provisions of the Davis-Bacon Act of March 3, 1931, as amended (46 Stat. 1494, as amended, 40 U.S.C. 276a) and of other Federal statutes referred to in 29 CFR 1.1 (including the statutes listed at 35 F.R. 306 following Secretary of Labor's Order No. 24-70) containing provisions for the payment of wages which are de-

pendent upon determination by the Secretary of Labor under the Davis-Bacon Act; and pursuant to the provisions of Part 1 of Subtitle A of Title 18 of the Code of Federal Regulations, Procedure for Predetermination of Wage Rates, and of Secretary of Labor's Orders 13-71 and 15-71 (36 F.R. 8755, 8756). The prevailing rates and fringe benefits determined in these decisions shall, in accordance with the provisions of the foregoing statutes, constitute the minimum wages payable on Federal or federally assisted construction projects to laborers and mechanics of the specified classes engaged in contract work of the character and in the localities described therein.

Good cause is hereby found for not utilizing notice and public procedure thereon prior to the issuance of these determinations as prescribed in 5 U.S.C. 533, and not providing for delay in effective date as prescribed in that section, because the necessity to issue construction industry wage determinations frequently and in large volume causes such procedures to be impractical and contrary to the public interest. These wage determination decisions shall, accordingly, be effective on publication in the Federal Register, except as otherwise provided hereinafter.

The wage determinations in these decisions replace all prior general or area wage determinations for localities in the above States, the expiration dates of which were extended by the notice of variation published in the Federal Register on April 3, 1971 (36 F.R. 6407). The replaced determinations are hereby canceled: (1) (2) (3) (4) (5) (6) (7) (8) (9) (10) (11) (12) (13) (14) (15) (16) (17) (18) (19) (20) (21) (22) (23) (24) (25) (26) (27) (28) (29) (30) (31) (32) (33) (34) (35) (36) (37) (38) (39) (40) (41) (42) (43) (44) (45) (46) (47) (48) (49) (50) (51) (52) (53) (54) (55) (56) (57) (58) (59) (60) (61) (62) (63) (64) (65) (66) (67) (68) (69) (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (100) (101) (102) (103) (104) (105) (106) (107) (108) (109) (110) (111) (112) (113) (114) (115) (116) (117) (118) (119) (120) (121) (122) (123) (124) (125) (126) (127) (128) (129) (130) (131) (132) (133) (134) (135) (136) (137) (138) (139) (140) (141) (142) (143) (144) (145) (146) (147) (148) (149) (150) (151) (152) (153) (154) (155) (156) (157) (158) (159) (160) (161) (162) (163) (164) (165) (166) (167) (168) (169) (170) (171) (172) (173) (174) (175) (176) 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FOR FILING

S-23-109(1)

7666

August 10, 1971

Malheur County Court
Courthouse
Vale, Oregon 97918

Attention: Robert Morcom
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 4265

Gentlemen:

Attached for your records is a fully executed copy
of a construction-finance agreement pertaining to the
Malheur River (Malheur Butte) Section on FAS 23-109.

We have retained a fully executed copy of this
agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
August 6, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

SUBJECT: Construction-Finance Agreement
Malheur River (Malheur Butte) Section
Malheur Butte Road, FAS 23-109
Malheur County

BUILDING

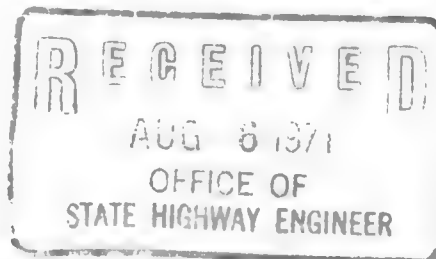
Attached for your signature of approval and the Highway Commission Secretary's certification are three copies of the subject agreement.

Project approval was received at the September 30, 1970 Highway Commission meeting.

D. N. Harwell
D. N. Harwell
Coordinating Engineer
County and City Section

DNH:ljt
Att.

From please distribute
[Signature]



TRANSACTION NUMBER 8-21

CRM PR-48
REV. 7-67)U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADSSTATE HIGHWAY DEPARTMENT
OREGONDATE
8-4-71

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

BY (Signature)

Mr. Young's July 23, 1971 letter

TITLE
PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS

☐ FAI ☐ FAP ☐ FAV ☒ FAS ☐ OTHERS

OTHER IDENTIFICATION AND/OR REMARKS (Spec)

LOCATION

WORK

STAGE 1

ITEM NOS. _____ THRU _____

STAGE 2

ITEM NOS. _____ THRU _____

ITEM NO.

PROJECT NOS.

LENGTH
(Miles)TOTAL
ESTIMATED COSTFEDERAL
FUNDS

663

S-23-109(1)

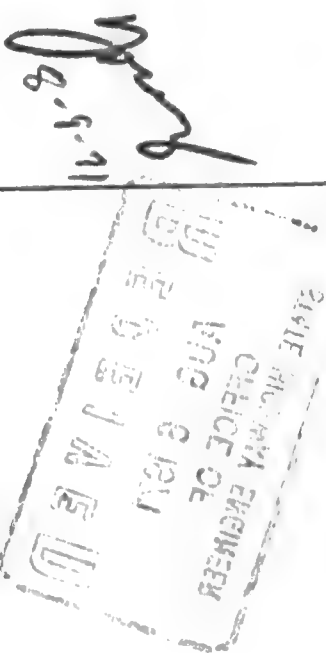
0.30

150,000

94,500

MALHEUR RIVER
(MALHEUR BUTTE)
BRIDGE SECTIONGRADE, DRAIN, LOW TYPE
SURFACING AND ONE
STRUCTURE.

8-4-71

NOTED
TOM EDWARDS

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECEIVED
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8-4-71APPROVED
SIGNATURE AND TITLE
R. E. SIMPSON, DIVISION ENGINEERNOTED
F. B. HARRIS

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

August 3, 1971

(date)

Malheur County Court
Courthouse
Vale, Oregon 97918

Attention: Hon. Ellis A. White

RECEIVED
COUNTY & CITY SECTION

AUG 6 - 1971

☒ ENGR. ☒ CORR. ☒ CE ☒ AE ☒ UE
☒ UPE ☒ CE ☒ RE ☒ RPE ☐

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 23-109

Section Malheur River (Malheur Butte) Bridge: Grade, Pave & Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

August 5, 1971
(date)

By Ellis A. White Judge

By J. W. Maag Commissioner

By Henry Esplin Commissioner

cc: L. H. Young
Attn: Duane Ridings

5-23-109(1)

7666

ARGUS-OBSERVER
Ontario, Oregon 97914

July 23, 1971
MALHEUR ENTERPRISE
Vale, Oregon 97918

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in or near the Cities of Vale and Ontario, Malheur County, Oregon, relative to the proposed construction of the Malheur River (Malheur Butte) Bridge Section on Butte Drive.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Wednesday, July 28, 1971, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication for the date of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. H. S. Coulter, Regional Engineer, 963-3177, La Grande.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:lat

Att: Notice

cc: Federal Highway Administration
Program and Planning, 2
Accounting Section: 523-1428-980
County and City Section
Public Information
H. S. Coulter, Regional Engineer

R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
V. D. Wolfe
L. H. Young
F. L. Hall
R. N. Chase
B. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, at the request of the Malheur County Court, has approved the location and design of the Malheur River (Malheur Butte) Bridge Section on Butte Drive, effective July 20, 1971.

The proposal consists of constructing a reinforced concrete bridge 140 feet long and 28 feet wide over the Malheur River, and the construction of approximately 1,800 feet of realigned roadway all on Butte Drive near Malheur Butte.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * * *

RHP:ljt
7/23/71

ARGUS-OBSERVER, Ontario
MALHEUR ENTERPRISE, Vale

RECEIVED
JUL 26 1971

FOR FILING

S-23-109(1)
7666

July 23, 1971

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Secondary project:

<u>Item No.</u>	<u>Project No.</u>	<u>Name</u>
1063	S-23-109(1)	Malheur River (Malheur Butte) Bridge Section, Clearinghouse # 71.0249.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

LHY-RNC:af

Enclosure

RECEIVED
JUL 26 1971

FOR FILING

5-23-109(1)
7666

July 23, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one Secondary project Item 1063, Project S-23-109(1), Malheur River (Malheur Butte) Bridge Section, which we desire to have included in the Federal-Aid Secondary Highway Program.

This project has been selected by the State Highway Commission and local officials in cooperation with each other as required by the Federal-Aid Act.

It is our present intention to receive bids for this project on or about August 26, 1971.

Enclosed is a copy of the State Clearinghouse letter of June 23, 1971, approving the project.

A "Notice of Intent" was sent to District 14 Clearinghouse on June 3, 1971, and said notice has lain before the Clearinghouse for more than 30 days without action, therefore it is assumed that no adverse review or comments will be received.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

LHY-RNC:af
Enclosure

MONTHLY TRANSACTION NO.				FORM PR-1 (REV. 4-61)				FEDERAL-AID PROG (PPM 21-1)			
DATE SUBMITTED TO W.O.				7-23-71							
CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) Co. Rd. 7.0 mi NE of Vale				ADT	PRESENT 100	FUTURE 150	YEAR 91		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr. Dr. Low type surface, 1 Br.				NATL. FOREST	FH ROUTE NO.	SUPV AGENCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.
CARD 4	CLASS OF FEDERAL FUNDS Secondary								COUNTY NAME Malheur		
NAME OF URBAN AREA								ROUTE NO. S. 23-109			
ESTIMATED PROJECT COST											
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	
	1		41	42	43	44	Co. Rd. 7.0 miles NE of Vale				
					PE		"Malheur River (Malheur Butte) Bridge Section."				
					ROW						
					CONST (CODE)			0.30	150,000	94,500	
PREPARED BY							PROJECT TOTALS				
PROGRAM APPROVAL DATES											

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPH CODE	ITEM NO.
	100	150	91	08	Oregon	35	022	1063
DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER		SEQ. NO.	I. Projects Only POST MI. DESIG.	
				PREFIX LETTER (S)	NUMBER			
				S-	23-109(1)			
COUNTY NAME				STATE		U.S.	PROGRAM STAGE	
Malheur				Co. Rd.			1 OR ☒ 2	
ROUTE NO. S.				FEDERAL-AID				
23-109				23-109				
ESTIMATED PROJECT COST BY PHASES					CHARACTER OF PROPOSED WORK (Full description)			
TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS		Grade, Drain, 28' low type surface Travelway and 1 concrete reinforced prestressed slab bridge (Length 140') ROW-120' Normal; Access Control: None; Parking Restrictions-None.			
150,000	94,500	27,750	27,750 (Co.)					
150,000	94,500	27,750	27,750 (Co.)					
REMARKS								

MALHEUR RIVER (MALHEUR BUTTE) BRIDGE SECTION
Project S-23-109(1)

EXISTING FACILITIES: Steel pony truss bridge 136' long with a 14' roadway. Existing roadway is gravel 20' in width.

ADJACENT SECTIONS:
NORTH END:

20' gravel roadway.

SOUTH END:

PROJECT DATA: Construct a concrete bridge on new and improved alignment with a precast slab deck 140' long and a 28' roadway. Also construct the approaches and connections, install the guardrail and place the riprap. The approaches are to be 28' in width and surfaced with gravel.

Roadway Type Code 2000 Estimated Cost \$65,000

Structure Type Code X080 Estimated Cost \$85,000

System Action, Railroads, Airports, Water Development, Historical and Recreational Areas: None Involved.

Public hearing held on May 19, 1971.

Certification required by Section 124 of Title 23 U.S.C. made July 7, 1971.

Negative Declaration concurred in on June 2, 1971.

Location/Design approved July 20, 1971.

State Clearinghouse approved the project on June 23, 1971.

Notice of Intent sent to District 14 Clearinghouse on June 3, 1971, and said notice has lain before the District Clearinghouse for more than 30 days, and therefore it is assumed no adverse review or comments will be received.

Such relocation assistance payments as required will be made by the County of Malheur.

The State Highway Division does not have, at this time, the legal authority to control the use by Utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

ROUTE DATA: This is a farm-to-market road, and is mail and school bus route.

g with a 14' width.

Improved and a 28' roadway. s, install the are to be

\$65,000

\$85,000

t, Historical and

.S.C.

13, 1971.

e on June 3, 1971, ringhouse for more rse review or

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

REFERRED TO

BY SECRETARY

Duplicate

SUBJECT: Federal Aid Project No. _____

Highway No. _____ FAS 23-109

Project Name
Malheur River (Malheur Butte) Bridge

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.
2. We hereby certify that: (check two)
 - ☒ There has been no displacement of persons from residences, farms, or businesses; or
 - ☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.
 - ☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.
3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Vale, Oregon,

this 21st day of July, 19__.

Malheur County

Ellis A. White
County Judge

E. W. Meas
Commissioner

Henry G. Allen
Commissioner

(5/12/70)

Malheur County Court
Courthouse
Vale, Oregon 97918

July 21, 1971

Attn: Hon. Ellis A. White
Judge

Gentlemen:

Enclosed are two copies of an agreement in connection with the Malheur Butte Bridge on Malheur Butte Road, FAS 23-109.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to awarding of a contract. The low bid received plus 13 1/2 % for engineering and contingencies will be the basis for the county's advance deposit.

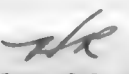
If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After certification by the Highway Commission Secretary, a fully executed copy of the agreement will be returned for the County's records.

It is presently planned to accept bids on this project at the August 26, 1971 letting. The estimate for this project is \$143,000.00. Please keep this estimate confidential.

Very truly yours,

H. S. Cox
County and City Engineer

By


Harold Reynoldson
Rural Program Engineer

HR:ljt
Encl.

NOTED
DON HART

☒ ENGR.	☒ CORR.	☐ CE	☒ RE	☒ UC
☒ UPE	☐ GE	☒ RE	☒ RPE	☐

July 20, 1971

Malheur County Court
Courthouse
Vale, Oregon 97918

Attention: Hon. Ellis A. White, Judge

Malheur River (Malheur Butte) Bridge
FAS 23-109
Malheur County

Gentlemen:

Two copies of our right-of-way certificate for subject project are enclosed. Would you please complete them and return one copy to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR
Harold Reynoldson
Rural Program Engineer

HR:lat
Encl.

ADT 71-100
1991-150

DHV 1971-12
1991-18

SAFETY: _____

MEMO TO R. N. CHASE

Date: July 20, 1971

FAS 23-109, Malheur COUNTY, Malheur River (Malheur Butte) Bridge SECTION

TERMINI: Project is approximately 7 miles east and 1.5 miles north of Vale, and is approximately 1.25 miles north of junction with FAP-5.

PROPOSED WORK: Structure, grading and drainage.

PROJECT LENGTH: Approximately 0.3 mile.

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	150,000	90,000	30,000	30,000	

EXISTING FACILITIES: Steel pony truss bridge 136' long with a 14' roadway. Existing roadway is gravel.

ADJACENT SECTIONS:

NORTH/EAST END:

20' gravel roadway.

SOUTH/WEST END:

PROJECT DATA: Construct a concrete bridge on new and improved alignment with a precast slab deck 140' long and a 28' roadway. Also construct the approaches and connections, install the guardrail and place the riprap. The approaches are to be 28' in width and surfaced with gravel for 2-10' travel lanes and 4' shoulders.

RIGHT-OF-WAY: 120' minimum

ACCESS CONTROL: None

RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviations from standards.

SYSTEM ACTION: Completed

PUBLIC HEARING: Held May 19, 1971, no one appeared.

UNUSUAL OR COMPLICATED SITUATIONS:

HEARING CERTIFICATION: 7/8/71

ROUTE DATA: This is a farm-to-market road, and is mail and school bus route.

NEGATIVE DECLARATION: 6/2/71

Park and recreation area affected: None

Relocation assistance: No one moved.

Social, economic & environmental effects considered: Yes

Location and design approved: 7/20/71

Clearinghouse approved: 6/23/71

Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.

RECEIVED
JUL 20 1971

FORM E-35 (REV. 10-69)
FOR FILING

S-23-1070
7666

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

July 20, 1971

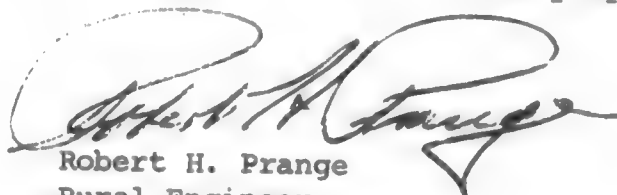
To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Malheur River (Malheur Butte) Bridge
Section
Butte Drive, FAS 23-109
Malheur County

Attached is a location-design approval form for the subject FAS-C project. Please return an approved copy to this office for filing with all other related documentation pertaining to Federal Statutes and FHWA memoranda.

We will proceed to place the required notices in the proper news media.

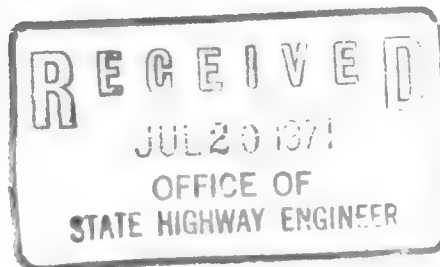
*copy
netd
7-20-71*



Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt
Att.

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor Wolfe
F. L. Hall
L. H. Young
R. N. Chase
B. L. Gifford



LOCATION - DESIGN APPROVAL

COUNTY: Malheur

SECTION: Malheur River (Malheur Butte) Bridge

FAS NO.: 23-109

ROAD NAME: Butte Drive

PROJECT DESCRIPTION:

Construct a reinforced concrete bridge 23 feet wide and 140 feet long over the Malheur River; grade, base, and oil approximately 1800 feet of realigned roadway with two 10-foot oiled travel lanes and 4-foot gravel shoulders; plus placement of riprap and installation of guard rail.

ESTIMATED COST: \$150,000

HIGHWAY COMMISSION APPROVAL: September 30, 1970

HEARING: Scheduled for May 19, 1971; no one appeared

STATE CLEARINGHOUSE REVIEW: June 23, 1971

SECTION 204 REVIEW: None required

REMARKS:

Right-of-way certification by R. L. Porter - July 8, 1971
Negative declaration by F. B. Klaboe - June 6, 1971

APPROVED: July 20 19 71

F. B. Klaboe
Assistant State Highway Engineer

FAS 23-109
Malheur Co

OREGON STATE HIGHWAY DIVISION

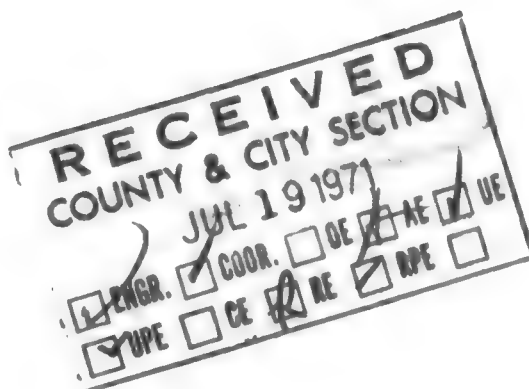
INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon

July 16, 1971

SUBJECT: Malheur Butte Bridge
Butte Driver
Malheur CountyTo: Mr. H. S. Cox
County City Engineer
Salem, Oregon

Please find enclosed, two (2) copies of the Malheur County Court's Resolution dedicating to the public, R/W for the county road and two (2) copies of the Right of Entry for construction. The Right of Entry for construction is to allow the placing of rip rap which lies outside of the R/W.

*Curtis H. Duval*Curtis H. Duval
Resident Bridge EngineerEncl:
cc: H. S. Coulter

fas 23-109
Malheur Co

Right of Entry for Construction

RECEIVED							
COUNTY & CITY SECTION							
JUL 19 1971							
☒ ENGR.	☐ COOR.	☐ CE	☐ AS	☒ ME			
☐ UPE	☐ CE	☒ RE	☐ WPE	☐			

Project: Butte Bridge

Location: NW¹, Sec. 15, T18S, R46, EWM Owner's Name: Mrs. Gertrude M. Blanton

The Undersigned, hereinafter called the "OWNER", in consideration of the benefits to be derived by said, owner, hereby grants to Malheur County State of Oregon, and its assigns, hereinafter called the County, a permit or right to enter upon the following terms and conditions:

The owner hereby grants to the County and its assigns, an irrevocable right to enter upon the lands hereinafter described at any time within a period of 6 months from the date of this instrument, in order to perform rock rip rap work consisting of channel clearing, removal of gravel bars and the deposit of spoil material, removal of debris and any incidental work appurtenant thereto and to perform construction work necessary for the construction of Malheur Butte Bridge.

All tools, equipment, building, improvements, and other property taken upon or placed upon the land by the County, and its assigns, shall remain the property of the County, and its assigns, and may be removed by the County, and its assigns, at any time within a reasonable period after the expiration of this permit or right of entry.

The County, and its assigns, shall have the right to patrol and police the lands hereinafter described during the period of this right of entry.

The Owner hereby waives and releases any and all claims for damages arising from the activity of the County, its officers, agents, employees, representatives or assigns on said land, in the reasonable exercise of this permit.

The land affected by this permit or right of entry is located in the County of Malheur State of Oregon, and is described as follows:

Within the channel and along the south bank of Malheur River in:

NW¹, Sec. 15, T18S, R46, EWM

WITNESS my hand and seal this 7 day of July, 1971

WITNESS: W T Gellipie Gertrude M. Blanton
Owner (SEAL)

Owner (SEAL)

RECEIVED

CURTIS H. DUVAL, Res. Bridge Engr.

JUL 8 1971

Routing: ☐ ☐ ☐ ☐ ☐

Noted: ☐ ☐ ☐ ☐ ☐

for 23-109
Malheur Co

RESOLUTION

Be it resolved that the west 100 feet of the following described
parcel of land;

In Twp. 18 S., R. 46 E., W. M.: in Malheur County,
Oregon Sec. 16: All that portion of the NE¹/₄NE¹/₄
lying South of Butte Drain and East of the County
Road as the same are now located and in existence
over and across said lands,

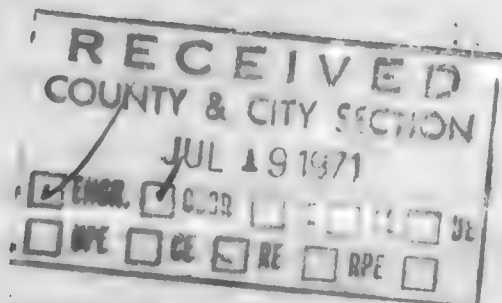
be dedicated to the public for a county road.

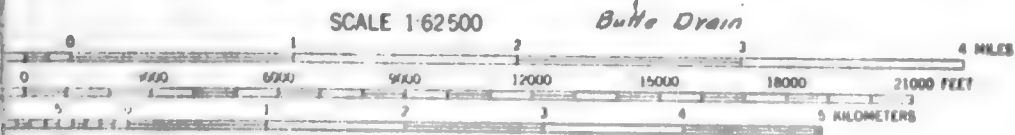
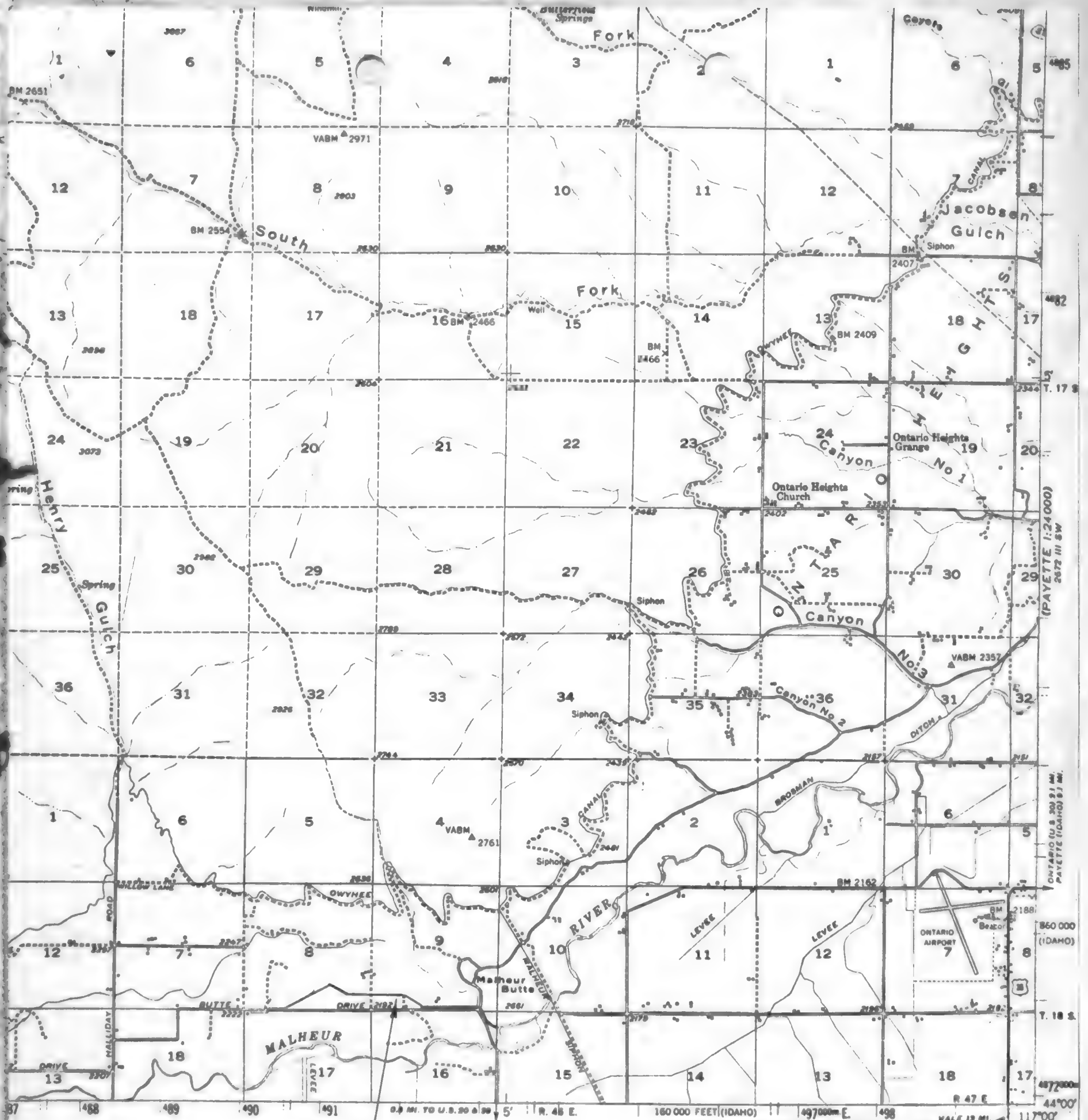
MALHEUR COUNTY COURT

Ellis A. White
Ellis A. White - County Judge

E. W. Maag
Emil Maag - County Commissioner

Henry Esplin
Henry Esplin - County Commissioner





CONTOUR INTERVAL 40 FEET
DATUM IS MEAN SEA LEVEL

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225 OR WASHINGTON, D. C. 20242
FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ROAD CLASSIFICATION

Heavy-duty ——— 4 LANE 10 LANE Light-duty ———

Medium-duty ——— 4 LANE 6 LANE Unimproved dirt ———

U. S. Route State Route

The east half of this area is also covered
by 1:24,000 scale maps of Moors Hollow
and Malheur Butte 7.5 minute quadrangles

MOORES HOLLOW, OREG.-IDAHO
N4400 - W11700/15

I-30

1951

AMS 2572 II-SERIES V792

5-23-109(1)

7666

ARGUS-OBSERVER
Ontario, Oregon 97914

July 9, 1971
MALHEUR ENTERPRISE
Vale, Oregon 97918

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in or near the Cities of Vale and Ontario, Malheur County, Oregon, relative to the proposed construction of the Malheur River (Malheur Butte) Bridge Section on Butte Drive.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Wednesday, July 14, 1971, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication for the date of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. H. S. Coulter, Regional Engineer, 963-3177, La Grande.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:lat
Att: Notice
cc: Federal Highway Administration
Program and Planning, 2
Accounting Section: 523-1428-980
County and City Section
Public Information
H. S. Coulter, Regional Engineer

R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
V. D. Wolfe
L. H. Young
F. L. Hall
R. N. Chase
B. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Malheur County Court established May 19, 1971, 8:00 p.m., as the time for a public hearing; however no persons appeared to give testimony. Based on the foregoing and normal 10-day allowance for written statements, the Malheur County Court, having studied the engineering data, and having considered the socio-economic and environmental aspects, has requested the Oregon State Highway Division's approval of the Malheur River (Malheur Butte) Bridge Section of Butte Drive.

The proposal consists of constructing a reinforced concrete bridge 140 feet long and 28 feet wide over the Malheur River, and the construction of approximately 1800 feet of realigned roadway all on Butte Drive near Malheur Butte.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * *

RHP:lat
7/9/71
ARGUS-OBSERVER, Ontario
MALHEUR ENTERPRISE, Vale

RECEIVED
JUL 15 1971

FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 7, 1971

SUBJECT: Malheur River (Malheur Butte) Bridge Section
Butte Drive, PAS 23-109
Malheur County

To: Mr. R. L. Porter
State Highway Engineer
BUILDING

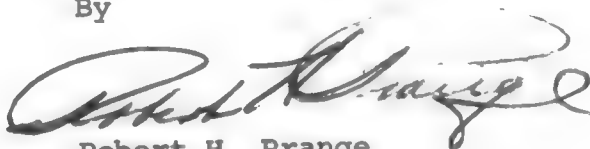
Attached for your signature are two copies of a hearing certification required by Section 128, Title 23 U.S.C., pursuant to your letter of March 24, 1971, to Mr. Simpson.

We have on file Affidavits of Publication and letters from Malheur County stating that a hearing was scheduled for May 12, 1971, regarding the subject project, and no one appeared to give testimony.

If approved, will you please return a signed certification to this office for filing and further distribution.

H. S. Cox
County and City Engineer

By

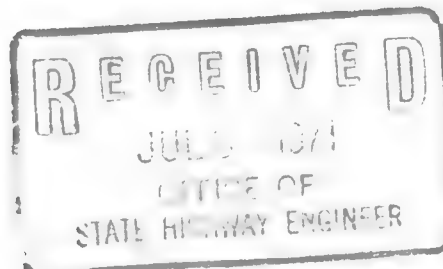


Robert H. Prange
Rural Engineer

RHP:lat

Att.

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
L. H. Young
F. L. Hall
R. N. Chase



*certif. ret. to Prange
7-14-71*

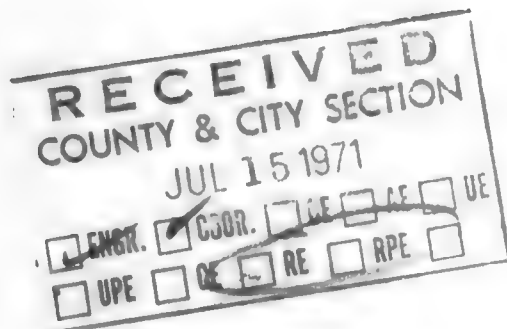
MEMORANDUM TO THE FILE

Re: Malheur River (Malheur Butte) Bridge Section
Butte Drive, FAS 23-109
Malheur County

I certify in behalf of the Oregon State Highway Division that the opportunity to request a location-design hearing was scheduled relative to the proposed project on the Malheur River (Malheur Butte) Bridge Section of Butte Drive, FAS 23-109 in Malheur County, and that no person appeared to give testimony.

I further certify that the Highway Division, with Malheur County, has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

By *R. L. Pate* Date 7-8-71



RHP:lat
7/7/71

INVESTIGATION REPORT (INVESTIGATION) DATE 1/10/71
FAS 23-109
Molleur
Tape 1 - 15

SECTION 107 - LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC

107.27 Temporary Protective and Directional Measures for Traffic -
Temporary protective and directional measures for traffic shall be provided in conformance with subsection 107.27 of the Standard Specifications supplemented and/or modified as follows:

1. In cases where the necessity for flagmen is of an intermittent nature of four hours or less in duration, the contractor may use employees in crafts other than flagmen that are immediately available at the site of the work, in which cases the wage rates on which the State will participate will be the rate established for the particular craft of the employee used as a flagman.

2. Minimum requirements which must be met by the contractor in the handling of traffic through the various stages of the work include but are not necessarily limited to the following:

~~a. The contractor shall furnish, erect and maintain two construction identification signs at locations designated by the engineer or called for on the plans.~~

A.B. The contractor shall provide the signs, flashers, barricades and traffic cones shown on Drwg. No. 27241

b. #. All appropriate existing guide and traffic control signs shall remain in operation throughout the duration of the project or until the installation of new permanent signs.

C. #. Unless otherwise indicated on the plans, all signs shall be either Type "D" or Type "O" as the contractor may elect. If the contractor elects to furnish both Type "D" and Type "O" signs, signs of one type shall be grouped facing one direction of traffic as far as practical. Indiscriminate mixing of the two types of signs will not be permitted.

The contractor's attention is called to the fact that the Highway Division intends to phase out the use of Type "D" signs for temporary protection and direction of traffic during the 1971 construction season. It is suggested that when purchasing new or replacing damaged signs the contractor acquire Type "O" signs.

All signs shall be mounted at 7'0" $\pm$ 3" above the edge of pavement unless otherwise permitted by the engineer in writing.

5-71



All signs shall be covered or removed when not in use. ~~The contractor's attention is called to the fact that he may be required to cover and uncover the oversize advance construction signs and turn off or on the amber flashers attached to the signs during the progress of work under this project.~~

d.e. Posts will not be required to be set in the ground. Portable supports shall be adequate to prevent blow-down.

e. 1. Amber flashers shall be of a type and size to be visible from 1300 ft. during daylight hours when in operation.

f. 1. Barricades shall be installed parallel to the edge of pavement or travel way unless indicated otherwise on the plans. The barricades indicated as "Lighted" shall be illuminated with 25 watt, non-flashing, amber lights on 25 ft. centers. The barricades indicated as "Reflectorized" shall have yellow reflectors, approximately 3" in diameter, bracket mounted to the top of the barricade posts on 12.5 ft. centers. The reflectors shall conform to subsection 711.03 of the Standard Specifications. Lengths of barricade shown on the plans are approximate and should be field verified.

g. 1. Reflectorized guide posts shall be installed on approximate 50 foot centers at all locations where there is a hazardous vertical drop-off at the edge of the travel way and/or where construction work affects a ready definition of the edges of the usable travel way. Reflectors shall meet the requirements set forth in Section 711.03 of the Standard Specifications.

h. 4. In the event the contractor elects to use traffic cones at any location for the direction of traffic, the cones shall be a minimum of 24 inches high and shall be fluorescent colored.

~~j. At the end of paving on two-lane, two-way roads where a definite change of roadway elevation occurs, the contractor shall place one W-401-48 sign 400 ft. before the drop-off occurs. In sections where one lane of a two-lane, two-way road has a vertical drop between directions of travel, the contractor shall place one W-718-48 sign facing each direction of traffic at the beginning of such area and additional W-718-48 signs spaced at 1/2 mile (maximum) intervals throughout the affected area. Also R-352-48 signs shall be installed facing each direction of traffic at mid-intervals of the W-718-48 signs.~~

Tape 1 - 15 contd.

~~k. At the end of paving on multi-lane, one-way roads where a definite change of roadway elevation occurs, the contractor shall place two W-401-48 signs (one on each side of road) 400 feet before drop-off occurs. In sections where one lane of a multi-lane, one-way road is being paved leaving a vertical drop-off to the adjacent lane or shoulder, one W-718-48 sign shall be installed on each side of the road at the beginning of such area and additional W-718-48 signs spaced at 1/2 mile (maximum) intervals throughout the affected area. Also R-352-48 signs shall be installed on the right-hand side of the road at mid-intervals of the W-718-48 signs.~~

i. No Signs shall be placed on the travel way.

5-71

51,

S-5, S-11, S-12, 2126

4,895

June 23, 1971

Malheur County Court
Courthouse
Vale, Oregon 97918

Attn: Hon. Ellis A. White
County Judge

Malheur River (Malheur Butte) Bridge Section
FAS 23-109
Malheur County

Gentlemen:

Two prints of the reduced plans for subject section are enclosed for your review and comment.

It is understood in this office that the contract for the bridge is to include the construction and paving of the approaches and connection to the new bridge as well as removing the existing structure.

If the above is your wish and the plans for the structure meet your satisfaction, please indicate your approval by placing your signatures in the space provided on the plans, and return one copy to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

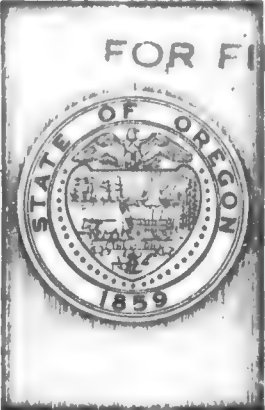
HR
Harold Reynoldson
Rural Program Engineer

HR:lat
Encl.

Rec'd signed
copy of Plans
from County
6/30/71
Forwarded to
Bridge Section
HR

RECEIVED
JUN 23 1971

FOR FILING



EXECUTIVE DEPARTMENT

5 CAPITOL

SALEM, OREGON 97310

June 23, 1971

TOM McCALL
GOVERNOR

Cleighton Penwell
EDWARD G. WESTERDAHL
Director

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: Malheur River (Malheur Butte) Bridge FAS 23-109
Clearinghouse #71.0249

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by Governor's Directive No. 01-270-02.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval.

The Fish Commission is quoted as follows:

"This project is above the reach of anadromous fish, thus resident fish will be the ones involved. Water quality standards must be maintained."

We are pleased to add our approval and wish you every success.

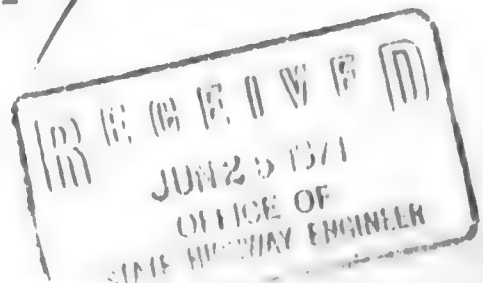
A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell
Cleighton Penwell

cc: Southeast Oregon Council of Governments

NOTED
JUN EDWARDS



Young
6-25-71

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 22, 1971

SUBJECT: Malheur River-Malheur

Butte Section

FAS 23-109

Malheur County

Bridge 15566A

To:

Mr. H. S. Cox

County & City Engineer

B U I L D I N G

Enclosed are three prints each of sheets 1, 2, and 3, the roadwork plans and drawings 27207 and 27208, the bridge detail drawings for the subject section. It is planned to take bids on this project on August 26, 1971.

These plans are being sent to you for transmittal to the County. Please request the County to return one set of plans with their approval noted thereon.

Walter J. Hart

Walter J. Hart

Bridge Administration Engineer

WJH:dh

Enclosure

cc H. S. Coulter /w/ 2
C. G. Swenson /w/ 1
T. W. Litchfield /w/ 1
A. A. Rear /w/ 1



DEPT OF TRANSPORTATION
JUN 16 1971



STATE OF OREGON

INTEROFFICE MEMO

DATE: June 8, 1971

TO: R. L. Porter, State Highway Engineer
7666
FROM: Federal Aid Coordination Unit
Program Planning Division
301 Public Service Bldg., Salem 97310

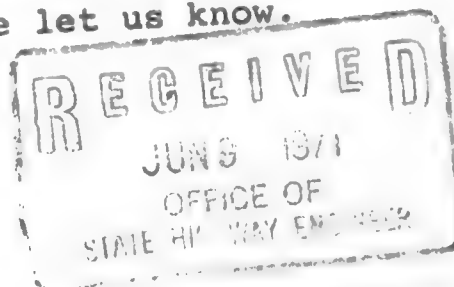
SUBJECT: Malheur River, (Malheur Butte) Bride, FAS 23-109
Clearinghouse #71.0249

We have received your Notice of Intent and assigned the file title and number that appear above. It would be helpful if you refer to this number in any future correspondence.

We have distributed copies of your Notice to the appropriate agencies with a request that they reply by June 24, 1971

If you have questions or need assistance, please let us know.

Young 6-9-71



01-125-0013

WCK:mv

Kachal
CH 8000
6-9-71

RECEIVED
JUN 7 - 1971

S-23-109(1)
7666

June 3, 1971

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 14
Federal-Aid Secondary

Malheur Riv. (Malheur Butte) Bridge
FAS-23-109, Malheur County

The estimated date of filing for federal-aid funds on this project is July 5, 1971. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
W. E. Tebeau
H. S. Cox
I. D. Marchant
B. L. Gifford
R. H. Chase
C. K. Ansell
H. S. Coulter

June 3, 1971

Southeast Oregon Council of Governments
% C. Lloyd Castner, Secretary
Ontario City Hall
Ontario, Oregon 97914

Gentlemen:

Attached for your review and comments as District clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

State Administrative District No. 14
Federal-Aid Secondary

Malheur River
(Malheur Butte) Bridge
FAS 23-109, Malheur County

The estimated date of filing for federal-aid funds on this project is July 5, 1971. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, FHWA
F.B. Klaboe
F. L. Hall
D. H. Moehring
W. H. Tebeau
H. S. Cox
I. D. Merchant
B. L. Gifford
R. N. Chase
C. K. Ansell
H. S. Coulter



OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO ALL INTERESTED FEDERAL AGENCIES

Gentlemen:

In accord with paragraph 5 of the Federal Highway Administration Policy and Procedure Memorandum 20-8, attached are Notices of Intent applications to apply for federal-aid assistance.

Federal-Aid Secondary

Malheur River (Malheur Butte) Bridge
FAS 23-109
Malheur County

If your agency needs additional information or wishes to comment on these proposals, please advise the Program and Planning Section, State Highway Division, Salem, Oregon.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

U. S. Dept. of Agriculture, Soil Conservation Service, 1218 S. W. Washington, Portland 97205
U. S. Dept. of Housing, Urban Development, 520 S. W. 6th Street, Portland 97204
U. S. Dept. of Interior, Bureau of Outdoor Recreation, Regional Coordinator,
1002 N. E. Holladay, Portland, Oregon 97232
Federal Aviation Administration, Airport Branch FAA Bldg., Boeing Field, Seattle, Wash. 98108
Bureau of Sports Fisheries & Wildlife, P. O. Box 3737, Portland, Oregon 97208
Corps of Engineers, Portland District 2850 S. E. 82nd Portland, Oregon 97206
Mr. Daniel F. Burroughs, Chief, Portland Field Office, National Park Service,
920 N. E. Seventh Avenue, Portland, Oregon 97232
Environmental Protection Agency, Portland, Or. 97205
cc: R. E. Simpson, FHWA
F. B. Klaboe
R. N. Chase
B. L. Gifford

yellow

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Malheur Riv. (Malheur Butte) Bridge
FAS 23-109, Malheur County

June 2, 1971

FROM: Applicant Agency State Highway Division Salem
Address
Contact Person L. H. Young 6563
Phone

1. Project requires Emergency Board approval of agency federal fund limitation: Yes.....No ☒ (if "yes", please also submit the information called for on page 3, Notice of Intent)

2. Project Location

Administrative District Fourteen (14) City ----
County Malheur Special District(s) (if applicable) --
Other affected jurisdictions/agencies ----

3. Federal Program

Common Program Name Federal-Aid Secondary
Authorizing Legislation Title 23 U.S.C. Highways
Public Law No. and Title
Fed. Admin. Dept. of Transportation Original Application ☒
Agency Federal Highway Administration Renewal Application

4. Estimated Project Cost

Federal Share	\$ 60,000	Source of State Agency Share
Loan..... Grant ☒		
Local Applicant Share (Malheur County)		General Fund \$ --
(if any) \$ 20,000		
State Agency Share \$ 20,000		Other Funds (specify) \$ 20,000 Highway
Other (Specify) \$ --		Indirect Cost Reimbursement
		No ☒ Yes \$ (Approx)
Total	\$ 100,000	

Will Federal share change: No ☒

Yes, from % to %

When

5. Period Covered by Projects

Beginning date..... August, 1971
(Original date, if project covers more than one year)

Length of time (weeks, months, or years)..... 12 months

Approximate ending date..... September, 1972

Will renewal be requested? Yes..... No..... X

6. Estimated Application Filing Date..... July 5, 1971

7. Project Description - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon*. (Use additional sheets as necessary)

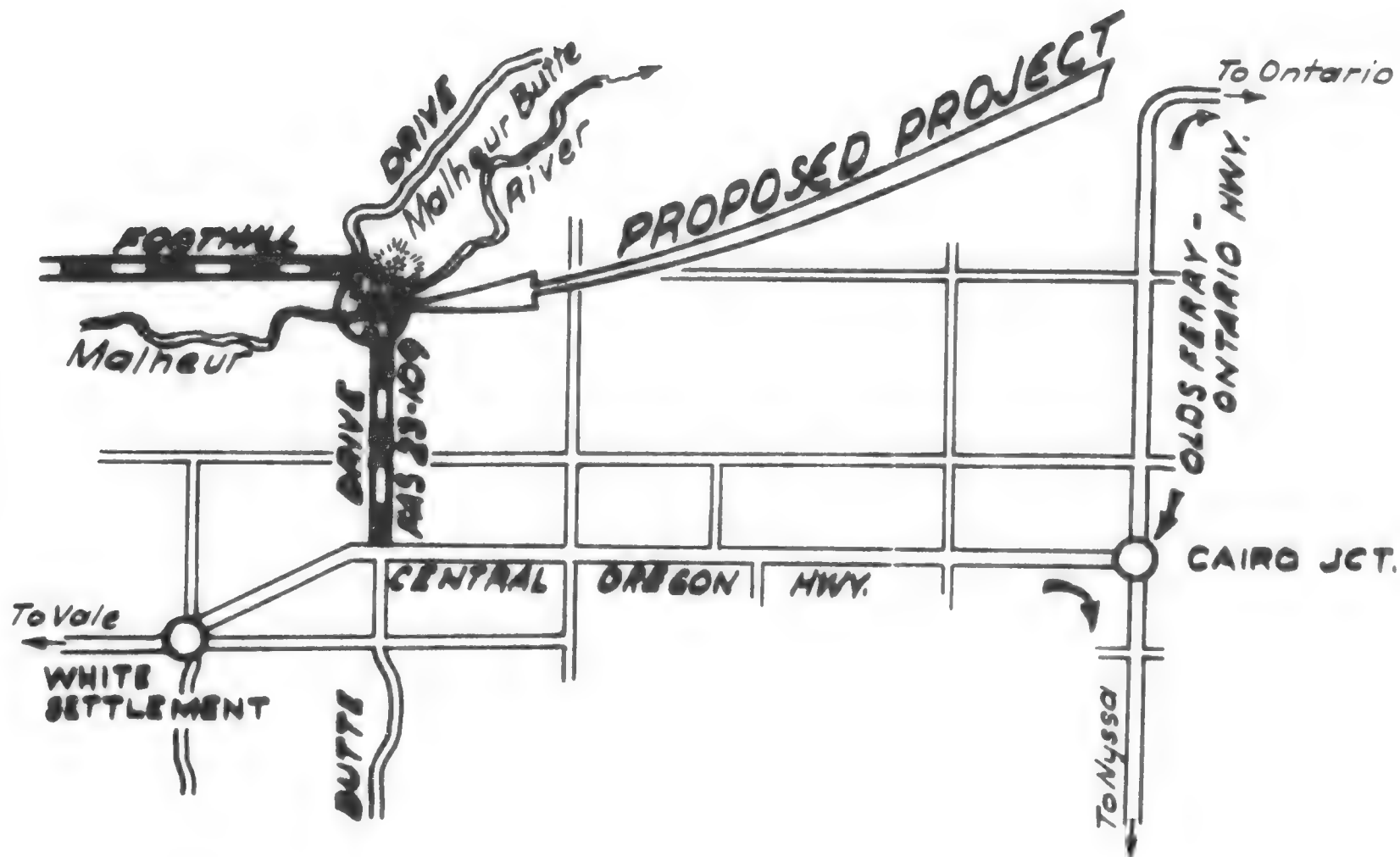
MALHEUR RIVER (MALHEUR BUTTE) BRIDGE, FAS 23-109, Malheur County

This project involves preliminary engineering, right-of-way acquisition, grading, paving, structure and incidental work required to replace the existing bridge on new and revised alignment.

The new bridge will be constructed of reinforced concrete to a total roadway width of 28-feet. Appropriate approaches will be constructed with guard rail affixed to the structure. Rip rap will be placed as required to prevent stream erosion.

This project is related to the "Goals for a Livable Oregon" by the up-dating of this portion of the Federal-Aid Secondary System.

See attached map for geographical location.



MALHEUR RIV. (MALHEUR BUTTE) BR. SEC.
BUTTE DRIVE
MALHEUR COUNTY

RECEIVED
JUN 1 - 1971

FOR FILING

Salem, Oregon
May 28, 1971

Mr. F. B. Klaboe
Assistant State Highway Engineer

Malheur R. (Malheur Butte) Br. Section
Butte Drive, FAS 23-109
Malheur County

BUILDING

The subject environmental impact statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the social, economic and ecological aspects of the project.

If you agree as to the adequacy of this declaration, please indicate concurrence as the FHWA agent for secondary projects by signing each declaration in the space provided and returning same to this office for distribution.

ret'd to
Ellison
6-2-71

R. W. Ellison
Assistant Program & Planning Engineer

GAP:ia

Attach.

cc: V. D. Wolfe, w/encl.
L. H. Young
F. L. Hall
W. H. Tebeau
Adrian Olson
Roy Olson
S. J. Couper

MAY 23 1971
 7666

OREGON STATE HIGHWAY DIVISION
 INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
 May 25, 1971

Keep

To: Mr. F. B. Klaboe
 Assistant State Highway Engineer
 BUILDING

SUBJECT: Malheur River (Malheur Butte) Bridge Sect.
Butte Drive, FAS 23-109
Malheur County

This negative declaration is preceding our location-design approval request for this FAS-C project.

LOCATION AND DESCRIPTION OF PROJECT The proposed project is located on Butte Drive near Malheur Butte approximately six miles west of Ontario and eight miles east of Vale in Malheur County.

The proposal consists of replacing an existing bridge over the Malheur River with a reinforced concrete structure approximately 140 feet long and 28 feet wide on new alignment. Also included as part of the project will be the construction of 1,800 feet of realigned roadway, placement of riprap, installation of guardrail, and removal of the old bridge.

PURPOSE OF PROJECT The purpose of the project is to replace an existing unsafe, narrow, steel truss bridge consisting of a 135-foot light-weight steel truss span with a 17-foot roadway. The structure was built in 1902 and is posted with an 8-ton load limit. It is also intended to replace the present roadway having two substandard curves of 36° and 18° with a realigned roadway having only one 13° curve.

DISCUSSION OF ENVIRONMENTAL IMPACTS Butte Drive is considered principally as a farm-to-market route subject to heavy seasonal hauling and in addition, provides school bus and mail service. The most significant impact of the project will be in providing a safe and convenient road for the traveling public.

The project, being on revised alignment, necessitates the acquisition of additional right-of-way; however, the properties to be acquired are non-tillable brushy land. No agricultural lands will be removed from production and no one will be displaced because of right-of-way acquisitions. The environment and operational functions of adjoining farm acreages will not be impaired or adversely affected.

All necessary precautions will be taken during construction to prevent excessive stream roiling and to protect the game fish and other creatures which inhabit the stream and its banks. There are no fish hatcheries in this area.

There are no recreational facilities or wildlife nesting or feeding

Mr. F. B. Klaboe

-2-

May 25, 1971

grounds which will be affected by the project.

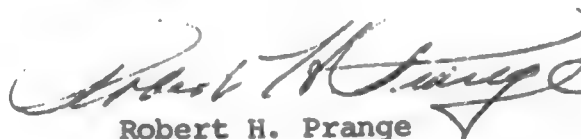
The existing bridge will remain open to traffic during construction of the new structure and only very minor inconvenience to the road user will occur during realignment of the roadway.

Malheur County afforded the opportunity for a public hearing; however, no one responded.

**BASIS FOR
NEGATIVE
DECLARATION** This project, although not extensive in nature, is an important factor in providing a safe arterial system for the farming community. The benefits of the finished product will significantly outweigh any temporary inconveniences to the road users and the land operators; therefore, approval of this negative declaration is justified.

H. S. Cox
County and City Engineer

By



Robert H. Prange
Rural Engineer

RHP:ljt

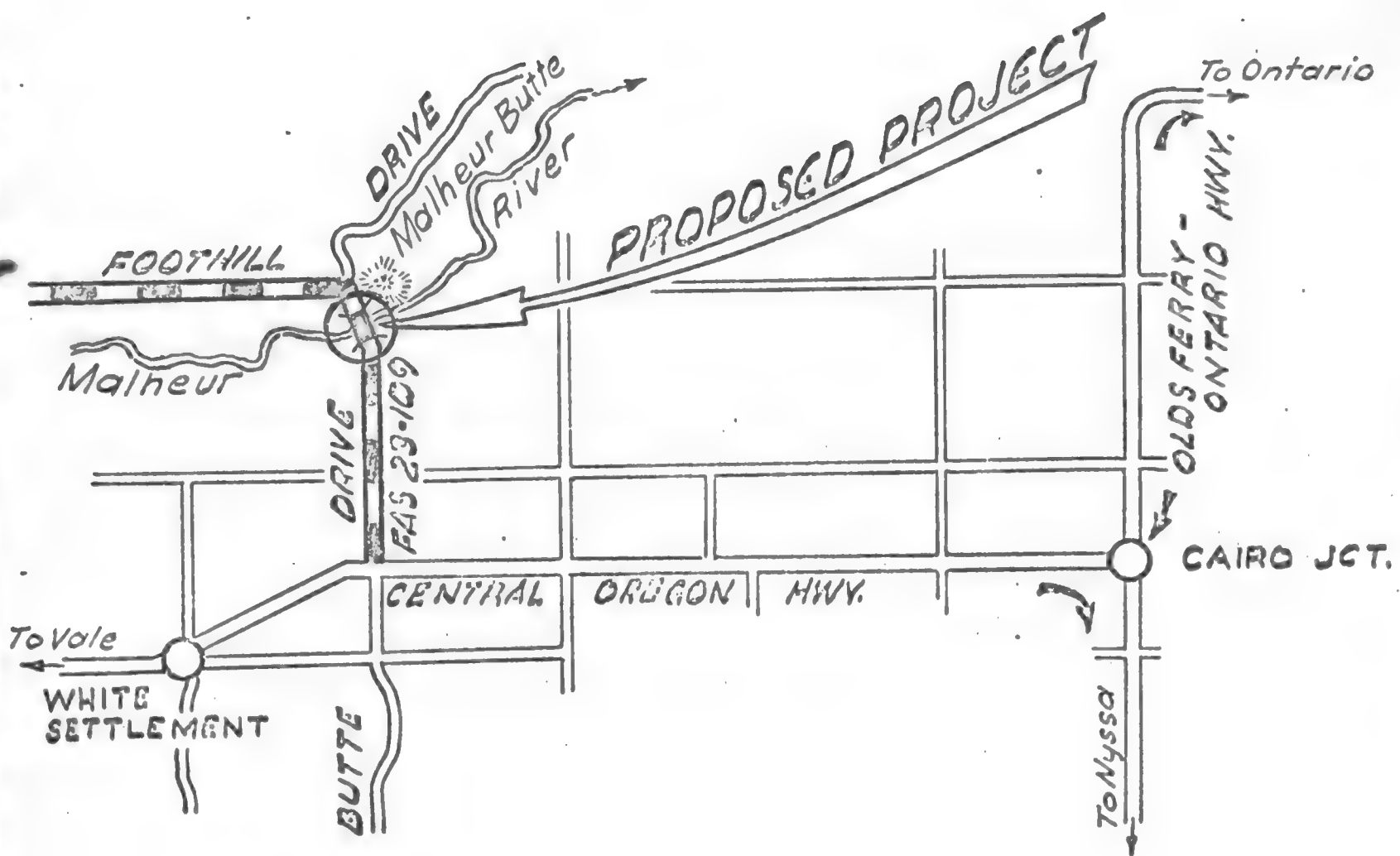
Endorsement of the Oregon State Highway Division

Concur

For Klaboe
Assistant State Highway Engineer

Date

6-2-71



Hearing Map
MALHEUR RIV. (MALHEUR BUTTE) BR. SEC.
BUTTE DRIVE
MALHEUR COUNTY

FAS
Heard

The County of Malheur



VALE, OREGON

May 24, 1971

Mr. H. S. Cox
County-City Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Cox:

The Malheur County Court advertised and held a public hearing on the proposed plans for future right of way acquisition and construction of a bridge on Butte Drive, lying between Ontario and Vale, Oregon, on May 19, 1971 at 8:00 p.m. at the Malheur County Courthouse, in compliance with Federal and State statutes, pertaining to this type of proposal.

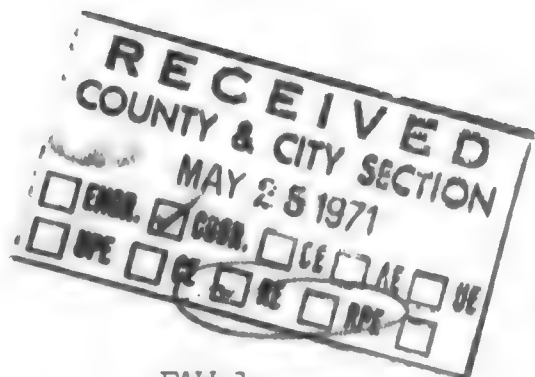
No person appeared in opposition or to be heard on the social, economic or environmental effects of the proposal.

The proposal does not alter or change the environmental or ecology within the proposed project.

Ellis A. White
Malheur County Judge

CH Maay
Malheur County Commissioner

Henry Coplin
Malheur County Commissioner



FAW:lp

Encl.

cc: Bureau of Public Roads
State Highway Commission

Affidavit of Publication

State of Oregon
County of Malheur

} ss.

COPY OF NOTICE

(SECOND COPY)

Bridge and Road Hearing Notice
Title of Publication

Malheur County Court

Sponsor or Plaintiff

Plaintiff or Legal Agent

I, Francis R. Jean, being first duly sworn, depose and say that I am the publisher of "The Ontario Argus-Observer," a newspaper of general circulation, as defined by Sections 1-509, 1-510, Oregon Code, printed and published at the City of Ontario in the aforesaid County and State; that Notice of Bridge and Road Hearing Notice

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for two consecutive weeks in the following issues, to wit: April 14, 28

A.D. 19 71 being the dates of the issues in which same was published.

Subscribed and sworn to before me this 29th day of April

A.D. 19 71

Walter L. Fields
Notary Public for the State of Oregon

My Commission expires August 12, 1973

BRIDGE AND ROAD HEARING NOTICE
Wednesday, May 19, 1971, at the courthouse in Vale, Oregon beginning at 8:00 p.m. the Malheur County Court has proposed plans for future right of way acquisition and construction of a bridge on Butte Drive lying between Ontario and Vale, Malheur County, Oregon.

The proposal consists of constructing a reinforced concrete bridge approximately 140 feet long and 28 feet wide on a revised alignment over the Malheur River, south of Malheur Butte.

This notice is given in compliance with federal regulations and state statutes pertaining to this type of proposal whereby it is required that public notice be given to enable interested persons to be heard on the social, economic and environmental effects of the proposed location and designed project.
MALHEUR COUNTY COURT
LJ:js April 14, 28, 1971

Statement

Ontario Argus-Observer

Ontario, Oregon

Number of Lines 29

Number of Insertions 2

29 Lines @ 15c 4.35

25 Lines @ 12c 3.00

Total Cost
Will Be 7.35

No 1185

AFFIDAVIT OF PUBLICATION

Vale, Oregon.

April 28

1971

To MALHEUR ENTERPRISE, Dr.

To publishing attached Legal Notice in 2 issues \$17.28

STATE OF OREGON
County of Malheur

W. C. Sawyer

being first duly sworn, depose and say that I am the Foreman Publisher of the printers of The Malheur Enterprise, which is a weekly newspaper of general circulation, printed and published in Vale in said county and state that such newspaper is made up of at least four pages of six columns each and at least 17 3/4 inches in depth of matter; that such newspaper was regularly and uninterruptedly published each week for at least twelve consecutive months immediately preceding the first publication of attached

Legal Notice

Legal Notice

scribes within said county; that the of which the one hereto attached is a true and correct copy as printed, was published in the regular and entire issue of said newspaper, and not in any supplement thereof, once each week for successive and consecutive weeks, being published 2 times commencing with the issue dated the 11 day of April, 1971, and ending with the issue dated the 28 day of April, 1971.

That the amount of charge actually made and to be collected for such newspaper for such newspaper for such publication is \$ 17.28

Foreman Publisher of the Printers

Subscribed and sworn so before me this 28 day of April, 1971

(My commission expires

May 3 1971

LEGAL NOTICE BRIDGE AND ROAD HEARING NOTICE

Wednesday, May 19, 1971, at the courthouse in Vale, Oregon beginning at 8:00 p.m. the Malheur County Court has proposed plans for future right of way acquisition and construction of a bridge on Badle Drive lying between Osharto and Vale, Malheur County, Oregon.

The proposal consists of constructing a reinforced concrete bridge approximately 140 feet long and 25 feet wide on a revised alignment over the Malheur River, south of Malheur Butte.

This notice is given in compliance with federal regulations and state statutes pertaining to this type of project whereby it is required that public notice be given to enable interested persons to be heard on the social, economic and environmental effects of the proposed location and designed project.

Malheur County Court

Malheur County Court

RECEIVED
MAY 24 1971

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 1

Section: Malheur River (Malheur Butte) Bridge
Highway: F.A.S. 23-109
County: Malheur
Prefix: 523-1428

Res. Engr. _____
Approx. Length _____
Sta. _____ to Sta. _____
Date 5-17-71

Mean Truck A.D.T. 26
Traffic Coefficient 5.9
18 kip s. a. per day 3.6

Annual Precipitation 10"±
Frost Penetration 24"±
CBE Total Requirement 18.5"

(1)

Typical Soil

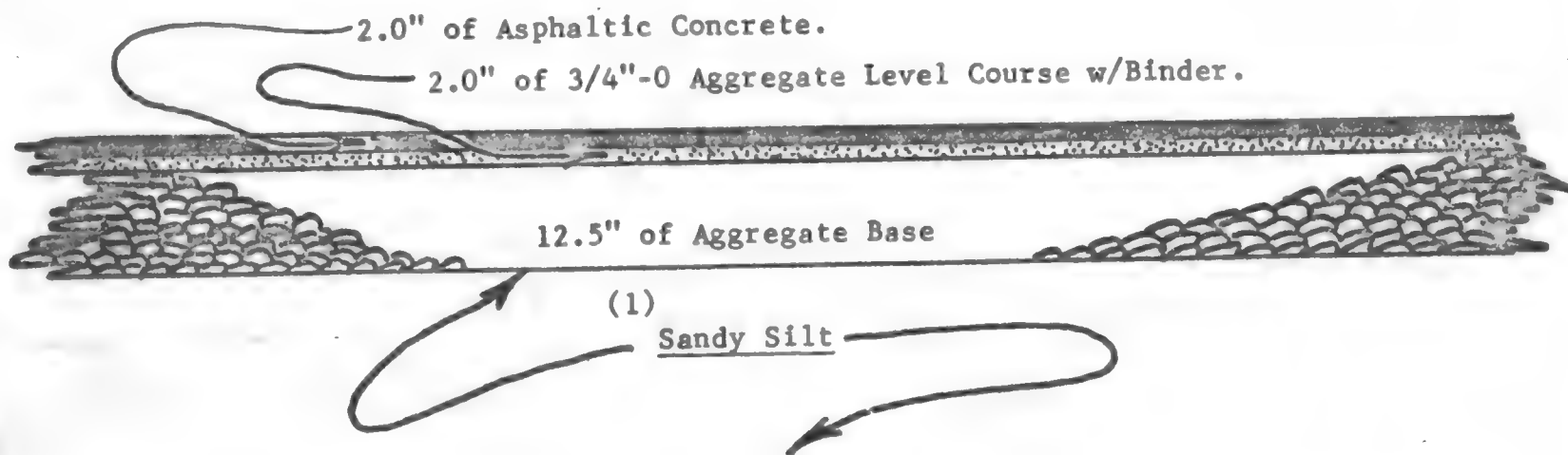
Materials Source:

26 LL
0 PI
100 %P 10
71 %P 200
0 % Gravel
0 % C Sand
29 % F Sand
62 % Silt
9 % Clay
11 R Value
A-4 AASHO Classif.

Commercial Sources
are available.

Credit	Actual Thick.	Component
4.0"	2.0"	A.C.
2.0"	2.0"	A.L.
12.5"	12.5"	A.B.
18.5"	16.5"	

STRUCTURAL SECTION



F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

County-City (2)

NOTE
E. B. K...

Submitted by C. J. Long
Base Design Engineer
Recommended by W. D. Pecheau
Engineer of Materials and Research
Recommended by W. D. Pecheau
Asst. Program and Planning Engineer
Approved by W. D. Pecheau
Asst. State Highway Engineer

SECTION: Malheur River (Malheur Butte) Bridge

HIGHWAY: F.A.S. 23-109

COUNTY: Malheur

"OTHER ROADS"

<i>Traffic Coefficient</i>	<i>A.C. Wearing Surface</i>	<i>3/4"-0 Aggregate Base</i>	<i>Aggregate Base</i>	<i>"CBE" Total Requirement</i>	<i>Actual Thickness</i>
Cars Only	2.0"	2.0"	*8.0"	12.5"	12.0"

* Depth increased to bring the total surfacing thickness to about
1/4 the frost penetration.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete	=	2.0 "	Aggregate Base
1.0" Plant Mix Bituminous Base	=	1.8 "	Aggregate Base
1.0" Cement Treated Base	=	1.8 "	Aggregate Base
1.0" Oil Mat	=	1.1 "	Aggregate Base
1.0" Aggregate Subbase	=	0.8 "	Aggregate Base
1.0" Lime Treated Subgrade	=	0.8 "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSISSECTION: Malheur River (Malheur Butte) Br.HIGHWAY: F.A.S. 23-109COUNTY: Malheur100 Present ADT (1971)20 Percent Trucks

<u>AXLES</u>	<u>TWO WAY TRUCK ADT</u>	<u>EXPANSION FACTOR</u>	<u>TOTAL TADT</u>	<u>MEAN TADT</u>	<u>ONE WAY EWL</u>	<u>AVERAGE ANNUAL EWL</u>
2	<u>15</u>	<u>1.5</u>	<u>23</u>	<u>19</u>	<u>450</u>	<u>8,550</u>
3	<u>5</u>	<u>1.5</u>	<u>8</u>	<u>7</u>	<u>1000</u>	<u>7,000</u>
4	<u>--</u>	<u>---</u>	<u>--</u>	<u>--</u>	<u>1250</u>	<u>- - -</u>
5	<u>--</u>	<u>---</u>	<u>--</u>	<u>--</u>	<u>3180</u>	<u>- - -</u>
6	<u>--</u>	<u>---</u>	<u>--</u>	<u>--</u>	<u>2570</u>	<u>- - -</u>

26 TOTALTOTAL AVERAGE ANNUAL DESIGN EWL 15,550TWENTY YEAR EWL 311,000TRAFFIC COEFFICIENT 5.9

SECTION: Malheur River (Malheur Butte) Bridge

HIGHWAY: F.A.S. 23-109

COUNTY: Malheur

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
Remarks: _____
5. Cost Comparisons: See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Not a consideration.
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: No preference indicated.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a very short section, and traffic does not warrant the use of C.R.P.C.C.

RECEIVED
MAY 12 1971

FOR FILING



OREGON STATE
HIGHWAY DIVISION

bc: ☒ B. Klaboe
☒ H. Young
☒ L. Hall
FHWA

S-23-109(1)

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 11, 1971

7666
Hon. Ellis White
Malheur County Judge
P. O. Box 130
Vale, Oregon 97918

Dear Judge White:

Enclosed are the following materials to assist you in conducting the Malheur River (Malheur Butte) Bridge hearing which you plan for 8:00 p.m. on Wednesday, May 19, 1971.

Suggested format (may be used by the hearing officer in the conduct of the hearing.)

Registration Cards (to be filled out by persons attending the hearing.)

Relocation Assistance Brochures (to be made available to anyone who may be relocated from his property.)

Statement of County, State, and Federal cooperation to be made a part of the hearing transcript.

In addition to the above, you should also make available at the hearing your negative environmental declaration, as suggested in Item 4 of my letter to you on April 27, 1971.

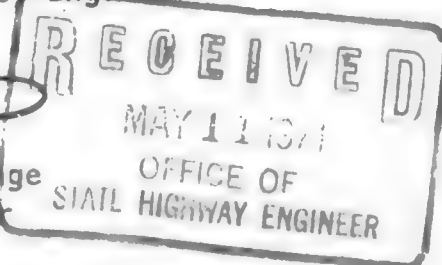
I plan on being at the hearing and by copy of this letter I am requesting Mr. H. S. Coulter to have someone from the Region Office give an engineering description of the project.

Very truly yours,

H. S. Cox
County and City Engineer

By


Robert H. Prange
Rural Engineer



RHP:ljt
Encl.

cc: H. S. Coulter

☐ ENGR. ☒ COOR. ☒ GE ☐ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☐ RPE ☐

April 27, 1971

Hon. Ellis White
 Malheur County Judge
 P. O. Box 130
 Vale, Oregon 97918

Dear Judge White:

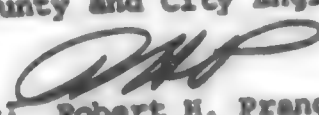
I understand that you have received no requests for a public hearing in connection with the Malheur River Bridge on Butte Drive, FAS 23-109. Before design approval can be given and the project programmed with the Federal Highway Administration, there are several things we need from you as soon as possible.

1. A statement that, since the County received no requests, a public hearing was not held.
2. A statement of whether or not any informal hearings or informational meetings were held pertaining to the project.
3. A statement that the County has considered the social, environmental and economical effects of the location and design of the project, and that the County finds that the project is compatible to land use and to the planned arterial system. If possible, please send copies of any Planning Studies, Traffic Surveys or Recreation Studies made with reference to land use and arterial systems in the area.
4. A Negative Environmental Declaration for the project stating that the project will have no adverse effect on the surrounding environment. You will find attached a sample Negative Declaration. Your statement should concentrate on Paragraphs 2, 3, and 4. If the project has no adverse effects on the environment, please state "how" and "why." Also state what measures can or will be taken to reduce any adverse effects, and what aspects of the project will benefit the environment. You should also attach any letters or statements relative to environmental effects or benefits from public or quasi public officials, planning commissions, special-interest clubs or groups, service districts, local State and Federal agencies, etc.

If you wish further instructions or information on any of the above, please call or write.

Very truly yours,

H. S. Cox
 County and City Engineer

By: 
 Robert H. Prange
 Rural Engineer

How about replacement? RW

51

RHP:ljt

MEMO TO FILE

April 12, 1971

Re: Malheur River (Malheur Butte) Bridge Section
FAS 23-109
Malheur County

Malheur County has requested that this bridge project be revised to include the grading of the approaches, any necessary rip rap, installation of guardrail, and removal of the existing bridge.

The County will do the surfacing.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

cc: Frank Hall
Ivan Merchant
C. G. Swenson
R. N. Chase
H. S. Coulter
B. L. Gifford

RECEIVED							
COUNTY & CITY SECTION							
APR 12 1971							
☒ ENGR.	☒ COOR.	☒ LE	☒ AE	☒ UE			
☒ UPE	☒ CE	☒ RE	☒ RPE	☐			

☐ UPE ☐ FCE ☐ RE ☐ RPE ☐

FEB 24 1971

bc: F. B. Klaboe
F. L. Hall
L. H. Young
Ivan Merchant
H. S. Coulter

5-23-109 (1)
7666

February 23, 1971

Hon. Ellis White
Malheur County Judge
Courthouse
P. O. Box 130
Vale, Oregon 97918

Dear Sir:

Pursuant to the 1968 Federal Aid Highway Act, counties are required to either hold a public hearing or afford the opportunity for one in those instances where the counties are acquiring right-of-way for a county Federal Aid secondary project. This procedure of public hearings must be accomplished by Malheur County prior to construction of the Malheur River (Malheur Butte) Bridge Section of Butte Drive, FAS 23-109. To assist you in this matter, you will find the following enclosed material.

1. Set of instructions for advertising and holding a public hearing.
2. Suggested notices and letter to newspapers.
3. Hearing maps.
4. Survey narrative and vicinity map.

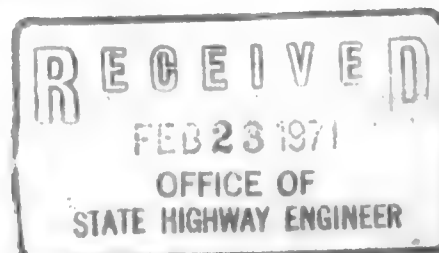
You will note by the instructions that the matter of public hearings can be done in two ways. First, you may give three weeks notification advising any interested person to request a public hearing, and if you receive no requests a public hearing need not be held. Secondly, you may give 30 days' notice that a public hearing will be held, then hold a hearing and send all the required information to this office.

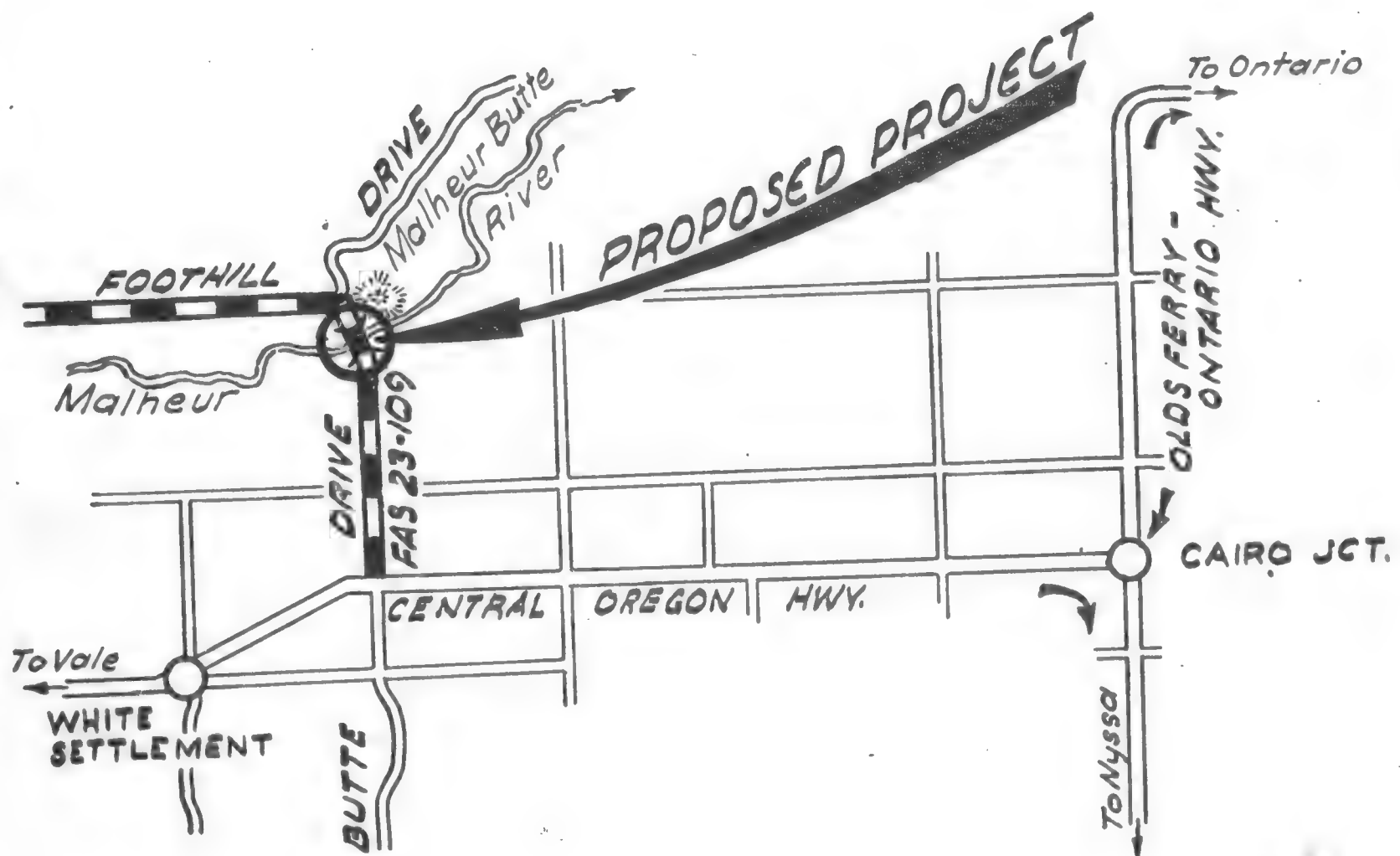
Please let us know if we can be of further assistance.

Very truly yours,


Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt
Encl.





Hearing Map
MALHEUR RIV. (MALHEUR BUTTE) BR. SEC.
BUTTE DRIVE
MALHEUR COUNTY

☒ ENGR.	☒ COOR.	☒ CE	☒ RE	☒ UE
☒ UPE	☒ CE	☒ RE	☒ UPE	☐

Salem, Oregon
February 17, 1971

Mr. Frank Hall
Design Engineer
BUILDING

Malheur Butte Bridge Section
FAS 23-109
Malheur County

Attention: Mr. P. L. Carstensen

The survey data for the above project has been examined and it has been found to be consistent with the project requested by the County and approved by the Highway Commission.

HR
Harold Reynoldson
Rural Program Engineer
County-City Section

HR:mm

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

FAS
23-109
Malheur Co
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: January 25, 1971

In reply refer to: 08-35.6

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S23-109(-)
Malheur Butte County Road

We have received a location prospectus for the Malheur River
(Malheur Butte) Bridge by Vale. In view of the improvements being
done by the County this section will be a good route to Ontario,
and will have an increase in traffic. We recommend that you
increase the bridge to the minimum standard width of 32 feet.

2-2-71
ADT = 100-210
Aug 29, 70 Letter

FAS-23-109

RECEIVED	
COUNTY & CITY SECTION	
JAN 26 1971	
☒ ENGR.	☒ CHOR.
☒ UPE	☒ RE
☒ CE	☒ RPE

1-26-71
REFERRED TO
Cox
BY ASST. STATE HWY. ENGR

RECEIVED	
JAN 26 1971	
OFFICE OF STATE HIGHWAY ENGINEER	

NOTED
TOM EDWARDS



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED

NOV 6 - 1970

PREFIX NO. 523-1428

LOCATION PROSPECTUS
MALHEUR RIVER BRIDGE SECTION
FAS 23-109
MALHEUR COUNTY

523-109(1)
7666

HIGHWAY: Malheur Butte County Road. Federal-aid Secondary 23-109.

TERMINI: Approximately 1.5 miles northerly of the junction of the Malheur Butte Road with the Central Oregon Highway at M.P. 254.19.

PROGRAM: FAS-C 1970 funds.

NARRATIVE: To prepare vicinity map and plans, specifications and estimates for the construction of a new bridge. County will furnish detour if one is required. County will construct approaches, connections and install guard rail. Contractor will remove the existing bridge and dispose of same.

TYPICAL SECTION: Two 10-foot travel lanes with 4-foot shoulders.

MATERIAL: To be determined during survey.

ACCESS: No Change.

STRUCTURE: New bridge to have 28-foot horizontal clearance.

AGREEMENTS: Routine FAS-C project.

October 29, 1970
Attachment

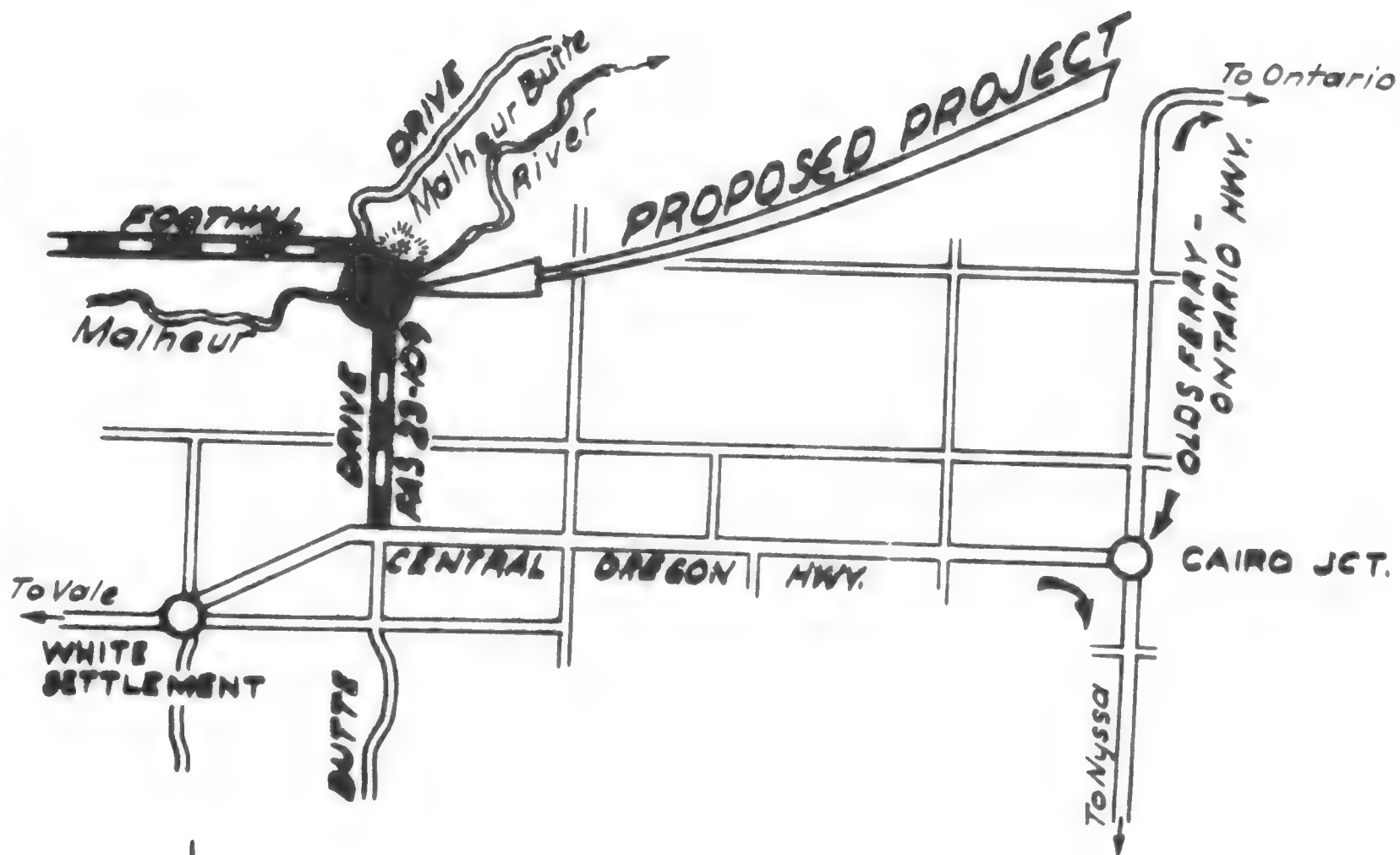
cc: Federal Highway Administration (3)

R. L. Porter
A. E. Johnson
V. D. Wolfe
F. B. Crandall
Ivan Merchant (4)
F. D. Morgan
J. M. Cartwright (2)
H. S. Cox (2)
W. N. Hackleman
A. D. Olson
Jack Rowland
C. G. Swenson
F. E. Terpin
F. W. Yarbrough (2)

H. S. Coulter (3)
F. B. Klaboe
E. S. Hunter
R. N. Bothman
F. L. Hall
D. H. Moehring (3)
L. H. Young
R. N. Chase
B. L. Gifford
V. J. Johnson
R. E. Olson
Robert Royer
W. H. Tebeau
G. C. Wills

NOTED
A. E. JOHNSON





MALHEUR RIV. (MALHEUR BUTTE) BR. SEC.
BUTTE DRIVE
MALHEUR COUNTY

The County of Malheur

VALE, OREGON

October 2, 1970

Oregon State Highway Department
City - County Division
Salem, Oregon

Gentlemen:

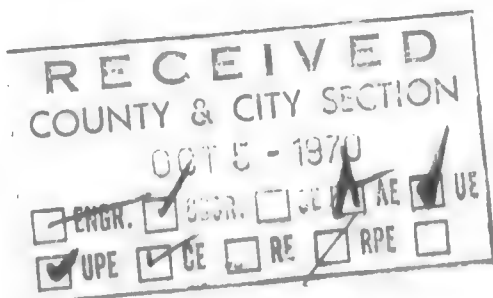
The Malheur County Court is pleased that the Malheur (Butte Bridge) Project was approved by the State Highway Commission at the September 30, 1970 meeting. The consideration and support of your division is appreciated.

Sincerely,

MALHEUR COUNTY COURT

Ellis A. White

By: Ellis A. White
Malheur County Judge



☒ ENGR.	☒ CE	☒ RE	☒ UPE
☒ UPE	☒ CE	☒ RE	☒ UPE

September 30, 1970

Malheur County Court
Courthouse
Vale, Oregon 97918

Attention: Hon. Ellis White
Judge

Re: Malheur River (Malheur Butte) Bridge
Malheur Butte Road
FAS 23-109

Gentlemen:

This is to inform you that the subject project was approved by the State Highway Commission at the September 30, 1970 meeting. We will proceed with the necessary functions to bring this project to contract.

Very truly yours,

H. S. Cox
County and City Engineer

By: 
Harold Reynoldson
Rural Program Engineer

HR:ljt

RECEIVED
SEP 20 1970

FOR FILE

5-23-109
76666

September 22, 1970

Oregon State Highway Commission

Gentlemen:

Attached are tabulations describing two proposed Federal Aid Secondary projects: one in Deschutes County and the other in Malheur County, along with a request for a project cancellation in Union County.

Deschutes County's request is for a bridge, which is about 2 1/2 miles east of Terrebonne, over the North Unit Main Canal on Lambert Road (PAS 780). The FAS funds required for this project are estimated to be \$50,000, of which \$10,000 will be the cost to the State.

The request by Malheur County is for a bridge over the Malheur River on the Malheur Butte Road (PAS 23-109). The FAS funds required for this project are estimated to be \$100,000, of which \$20,000 will be the cost to the State.

These projects have been investigated and are eligible for the use of FAS funds. The total FAS funds required for these projects are estimated to be \$150,000, of which \$30,000 will be the cost to the State.

Union County has requested the cancellation of the oiling project on the Cove City Limits-McNeil Ranch Section of Mill Creek Road (PAS 910). The County is requesting this cancellation because they changed their mind and did the oiling with County forces.

This item will be on the agenda for the September 29 meeting and I recommend your approval.

Very truly yours,

HR:ljt sr

R. L. Porter
State Highway Engineer

L. H. Young
V. E. Skoog
J. F. Putnam
H. S. Coulter

Att.

cc: Floyd Query, Tom Edwards, F. B. Klaboe, V. D. Wolfe, H. S. Cox

The



County of Malheur

VALE, OREGON

August 20, 1970

Mr. H. S. Cox - County - City Engineer
County-City Division
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Sir:

Mr. Richard Nicholas, area engineer for the Federal Highway Administration, inspected FAS Highway Maintenance in Malheur County on Tuesday, August 18 and, he looked at the Butte Bridge location on Butte Drive 23-109. As you indicated, he would be opposed to a bridge less than 28 feet wide.

The Court concurs with your proposal and is hereby requesting a 28-foot design.

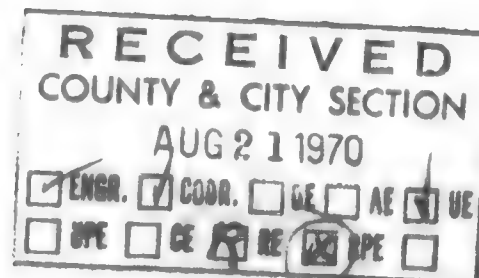
We appreciate the exception on the Arock Bridge.

Sincerely,

MALHEUR COUNTY COURT

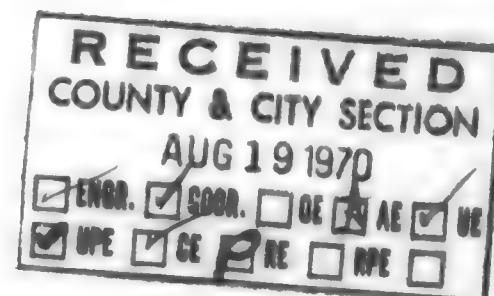
Ellis A. White

By: Ellis A. White
Malheur County Judge



August 19, 1970

Hon. Ellis A. White
Malheur County Judge
Courthouse
P.O. Box 130
Vale, Oregon 97988



Dear Judge:

We have received your project request for the construction of the Malheur River (Malheur Butte) Bridge on Butte Drive, FAS 23-109, by which you have requested a 24-foot wide structure.

We feel that the 24-foot width for the proposed bridge is substandard for the amount and type of traffic that Butte Drive carries. It is estimated that the Average Daily Traffic at the Malheur Butte Bridge location is approximately 180 vehicles per day. Knowing that the existing structure now carries a restrictive load limit, we can assume that the completion of a new bridge would allow unrestricted use and therefore increase the traffic flow including a high percentage of farm trucks.

The design standards for this type of route allow a minimum of 20-feet of traveled surface plus 4-foot usable shoulders for a total top width of 28 feet. Also full approach roadway width, including travel way and usable shoulders, are to be carried across all new structures, thus providing the least minimum width of 28 feet for the proposed Malheur Butte Bridge.

Please call to mind that other Malheur River crossings including the Halliday and Harper Bridges were constructed to a 28-foot wide standard. Since the Halliday Bridge, located just three miles upstream from the Malheur Butte Bridge, is on a route of equal importance both as to traffic and type of service, we feel that you would certainly not want any lesser

Hon. Ellis A. White

-2-

August 19, 1970

standard on the proposed Malheur Butte structure than what has previously been constructed on other FAS routes in the area.

Although the Bureau of Public Roads approved the Jordan Creek (Arock) Bridge with a 24-foot roadway as an emergency expedient, it could not be expected that the same approval could be given for the Malheur River Bridge when considering the potential land developments and growth patterns in the Malheur Butte Area. FAS 23-109, Butte Drive, is considered to be a much more important route than Arock Road and should be constructed to the highest standards possible.

Since it is considered an almost certainty that approval will not be given for a 24-foot wide structure on the Malheur River Bridge at Malheur Butte, we urge you to reconsider your request and allow us to design a structure with at least a minimum standard width of 28-feet or even wider if possible.

Very truly yours,


for H. S. Cox
County and City Engineer

HSC:lat

COUNTY ROAD FAS-C PROJECT REQUEST

Box 23-109
Malheur Co

Name of County MALHEUR **FAS No.** 23-109 **Date** 7-21-70
County Road Name Malheur Butte Drive
Section Name Malheur River (Malheur Butte) Bridge **Length**
Type of Project Structure
Location of Project (Attach sketch map)
ADT Less than 100 **Road Class** (Highway Standard)

Is this request for county bridge design only? Yes _____ No _____
or for County FAS bridge design? Yes _____ No _____

I. ROAD PROJECT DATA

1. Traveled Surface: Type _____ Width _____
2. Shoulders: Type _____ Width _____
(NOTE: Oiled or paved shoulders required on all Class E or higher projects.)
3. Grading & Drainage:
By County _____ County Date of Completion _____ By Contract _____
4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract _____
Has base design been given to County? Yes _____ No _____
Will it be furnished? Yes _____ No _____
5. Leveling Course:
By County _____ County Date of Completion _____ By Contract _____
6. Binder Course:
By County _____ County Date of Completion _____ By Contract _____
7. Traveled Surface & Shoulders:
By County _____ County Date of Completion _____ By Contract _____
8. Clearings:
By County _____ County Date of Completion _____ By Contract _____
9. Curbs:
Curbs Required? Yes _____ No _____
Type Desired (rolled, exposure, monolithic, special county standard, etc.) _____
Width between Curbs _____
10. Are A.C. footpaths behind curbs desired? Yes _____ No _____
11. Are there any structures to be replaced or altered? Yes _____ No _____
12. Will replacement be by: County _____ Contract _____
(NOTE: If by contract, fill out bridge project data on pages 2, 3, and 4)

13. Will County adjust structure to new grade? Yes ☐ No ☐
14. Will County adjust structure to additional width? Yes ☐ No ☐
15. Will adjusted width be standard? Yes ☐ No ☐
 (NOTE: Standard width of structure is traveled way plus full shoulders or 32', whichever is greater. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)
16. Does County wish rounding of cutbanks? Yes ☐ No ☐
17. Does County wish sight posts installed? Yes ☐ No ☐
18. Does County wish guard rail installed? Yes ☐ No ☐
19. Does County wish seeding and mulching incorporated into job?
 Yes ☐ No ☐
20. Will traffic signals be required? Yes ☐ No ☐
 If yes, give location and type: _____
21. Is project contingent upon other factors? Yes ☐ No ☐
 (Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

Remarks re Section I: _____

II. BRIDGE PROJECT DATA

1. Name of river or stream MALHEUR RIVER
2. Name of bridge MALHEUR BUTTE BRIDGE
3. Location (please attach map with location marked):
 Section 16 Township 18 Range 46 E. W.M.
25 (see Letter)
4. Desired width of bridge 24 feet
 (NOTE: Standard width of FAS structure is traveled way plus full shoulders or 32', whichever is greater.)
5. Are sidewalks desired? Yes ☐ No ☒ XXX
 Upstream _____ Downstream _____ Width _____

6. Does County wish a particular type of bridge design? Yes xxx No
 (Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc. Pre-stressed concrete slab)
7. Will County furnish any materials for bridge? Yes No xxx
 Explain
8. Foundation Testing: By County? Yes No
 By State? Yes xxx No
9. Can road be closed during construction? Yes xxx No
10. Detour: Required? Yes No xxx
 By County? Yes No
 By Contractor? Yes No
11. Approaches or Connections: By County? Yes xxx No
 By Contractor? Yes No
 Traveled surface: Type Width
 Shoulders: Type Width
 (NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)
12. Guard Rail: Desired on approaches or connections: Yes No
 Right side only? Yes No
 Both sides? Yes No
 (NOTE: Safety standards require that guard rails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guard rail installation or otherwise delay contract completion.)
13. Existing Structure: Remain in place? Yes No xxx
 Use for detour? Yes No xxx
 Removed by County? Yes No
 Removed by Contractor? Yes xxx No
 Salvaged by Contractor for County? Yes No
 (NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)
14. If riprap or rock blanket required, to be:
 By County? Yes No
 By Contractor? Yes xxx No

15. Will any of the following utilities be attached to this structure?

- a. Water mains: Yes _____ No XXX Size _____
Company _____
- b. Sanitary sewer mains: Yes _____ No XXX Size _____
Company _____
- c. Storm sewer: Yes _____ No XXX Size _____
Company _____
- d. Gas mains: Yes _____ No XXX Size _____
Company _____
- e. Power lines: Yes _____ No XXX Size _____
Company _____
- f. Telephone lines: Yes _____ No XXX Size _____
Company _____
- g. Other Utilities: _____

16. Does County wish provisions made for future utility attachment to structure? Yes _____ No XXX

17. Does County wish lightpost bases and conduit installed? Yes _____ No XXX

18. Does County wish complete job of illumination in project? Yes _____ No XXX

19. Is project contingent upon other factors? Yes _____ No XXX
(Such as construction and timing, cooperative project by County,
tie-in with outside projects, etc.)
If yes, explain: _____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:

By State? Yes XXX No

By County? Yes No

(Note: If project is canceled, County must pay for survey.)

2. Does County have any survey data? Yes No XXX

3. Construction plans and specifications to be prepared:

By State? Yes XXX No

By County? Yes No

4. Does County desire center line to be permanently monumented as part of project? Yes No XXX

5. Does County desire right-of-way to be permanently monumented as part of project? Yes No XXX

(Note: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum _____ Minimum _____
2. Is any additional right-of-way needed? Yes _____ No xxx
3. Will right-of-way be acquired by: Resolution _____ or Deed _____
4. Should State prepare options? Yes _____ No _____
5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes _____ No _____
6. Should material source site be included in right-of-way descriptions? Yes _____ No xxx
7. Is there any merchantable timber on right of way? Yes _____ No xxx
8. Will timber be reserved for owner? Yes _____ No _____
9. Will timber become property of contractor? Yes _____ No _____
10. Is a hearing necessary? Yes _____ No xxx
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)
11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes _____ No xxx
If yes, give type and name of utility company: _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes _____ No xxx
If yes, give type and name of utility company: _____

13. Are utilities on existing right-of-way by permit _____ or _____
by franchise
(NOTE: County must move all utilities located on present right-of-way.)
14. Are there any irrigation facilities: Yes _____ No xxx
If yes, give name of irrigation company or district _____ and dates between which
water can be turned off: From _____ To _____
15. Are there any railroad crossings? Yes _____ No xxx
16. Name of Railroad _____
17. Number of tracks: Mainline _____ Siding _____ Total _____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry _____ Cinders _____
2. Owner: County _____ State _____ Private _____ Other _____
3. Location: _____ Section _____ Township _____ Range _____ W.M. _____
4. If County lease, what are royalty payments? _____
5. Materials furnished by County: Borrow _____ Select Topping _____
Base Course _____ Level Course _____ Mineral Aggregates _____
Location _____
Miscellaneous Items: _____
Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: \$ _____
2. Available FAS Funds: \$ _____
3. Date match money is available: _____
4. Will there be any 100% County money? Yes _____ No xxx
5. Maximum amount of 100% County money available: \$ _____
6. Date County requests letting: AS EARLY AS POSSIBLE
- Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is not complete without an attached exhibit showing location of project.

By Ellis A. White
County Judge or Comm. Chairman

By E. W. May
County Commissioner

By Henry G. Smith
County Commissioner

By W. E. Sullivan
County Engineer or Roadmaster

O.S.H.D. Field Engineer _____

Date _____

County Malheur
Date 7-29-70

18. Sight Distance: _____ (Left) _____ (Right)
19. Number of Trains: Passenger _____ Speed _____
 Freight _____ Speed _____
20. Angle of Intersection: _____
21. Type of Existing Crossing: Grade _____
 Overcrossing _____
 Undercrossing _____
22. Existing Protection:
 Advance warning signs _____ Automatic flashing _____ Stop signs _____
 Crossbucks _____ Automatic bell _____ Gates _____
23. Proposed Protection: _____
24. Are there to be stopping lanes for buses and trucks, etc.
 Yes _____ No _____
25. Will railroad crossing be altered? Yes _____ No _____
 If yes, specify: _____
26. Traffic Control Signing:
 To be part of project? Yes _____ No _____
 By County? Yes _____ No _____
 By State at County expense? Yes _____ No _____
 (NOTE: These signs must be in place prior to acceptance.)
27. Striping:
 To be part of project? Yes _____ No _____
 By County? Yes _____ No _____
 By State at County expense? Yes _____ No _____
 (NOTE: Striping must be completed prior to acceptance.)
28. Does County wish State to prepare P.U.C. hearing data? Yes _____ No _____
29. Will P.U.C. application be made by State _____, or County _____?
 (NOTE: County must plead or argue its own case at all P.U.C. hearings.)
30. Will there be any displaced persons from farms, homes, or businesses
 requiring relocation assistance? Yes _____ No xxx
 (NOTE: No property owner shall be required to move from his home, farm,
 or business without at least 90 days' written notice prior to
 the intended vacation date.)

Remarks re Section IV _____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry _____ Cinders _____
 2. Owner: County _____ State _____ Private _____ Other _____
 3. Location: _____ Section _____ Township _____ Range _____ W.M. _____
 4. If County lease, what are royalty payments? _____
 5. Materials furnished by County: Borrow _____ Select Topping _____
Base Course _____ Level Course _____ Mineral Aggregates _____
Location _____
Miscellaneous Items: _____
- Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: \$ _____
2. Available FAS Funds: \$ _____
3. Date match money is available: _____
4. Will there be any 100% County money? Yes _____ No xxx
5. Maximum amount of 100% County money available: \$ _____
6. Date County requests letting: AS EARLY AS POSSIBLE

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is not complete without an attached exhibit showing location of project.

By Ellis A. White
County Judge or Comm. Chairman

By E. W. M. M. M. M. M.
County Commissioner

By Henry E. E. E. E.
County Commissioner

By W. E. E. E. E.
County Engineer or Roadmaster

O.S.H.D. Field Engineer _____

Date _____

County Malheur
Date 7-29-70

Malheur County of Malheur



VALE, OREGON
August 20, 1970

Mr. H. S. Cox - County - City Engineer
County-City Division
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Sir:

Mr. Richard Nicholas, area engineer for the Federal Highway Administration, inspected FAS Highway Maintenance in Malheur County on Tuesday, August 18 and, he looked at the Butte Bridge location on Butte Drive 23-109. As you indicated, he would be opposed to a bridge less than 28 feet wide.

The Court concurs with your proposal and is hereby requesting a 28-foot design.

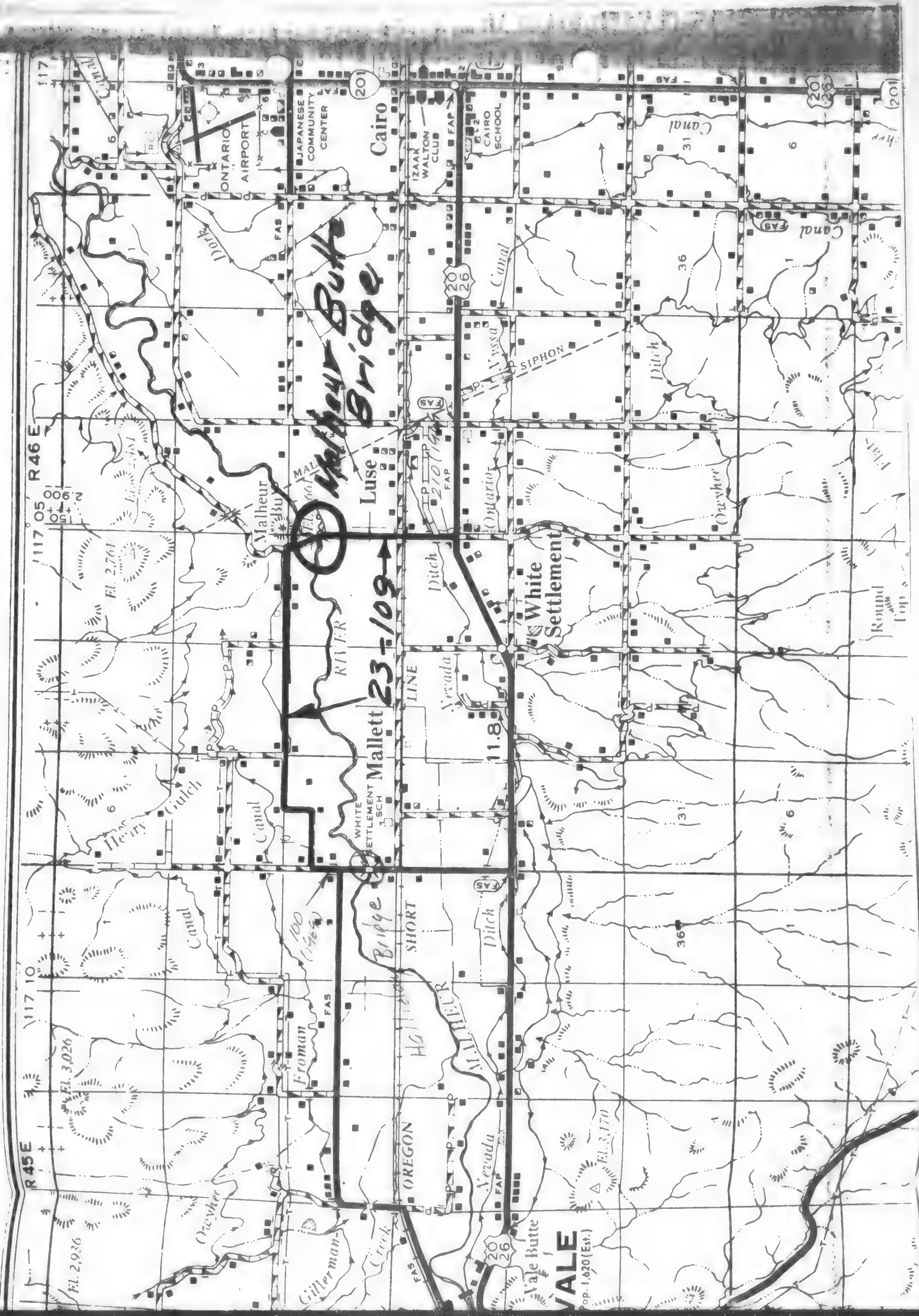
We appreciate the exception on the Arock Bridge.

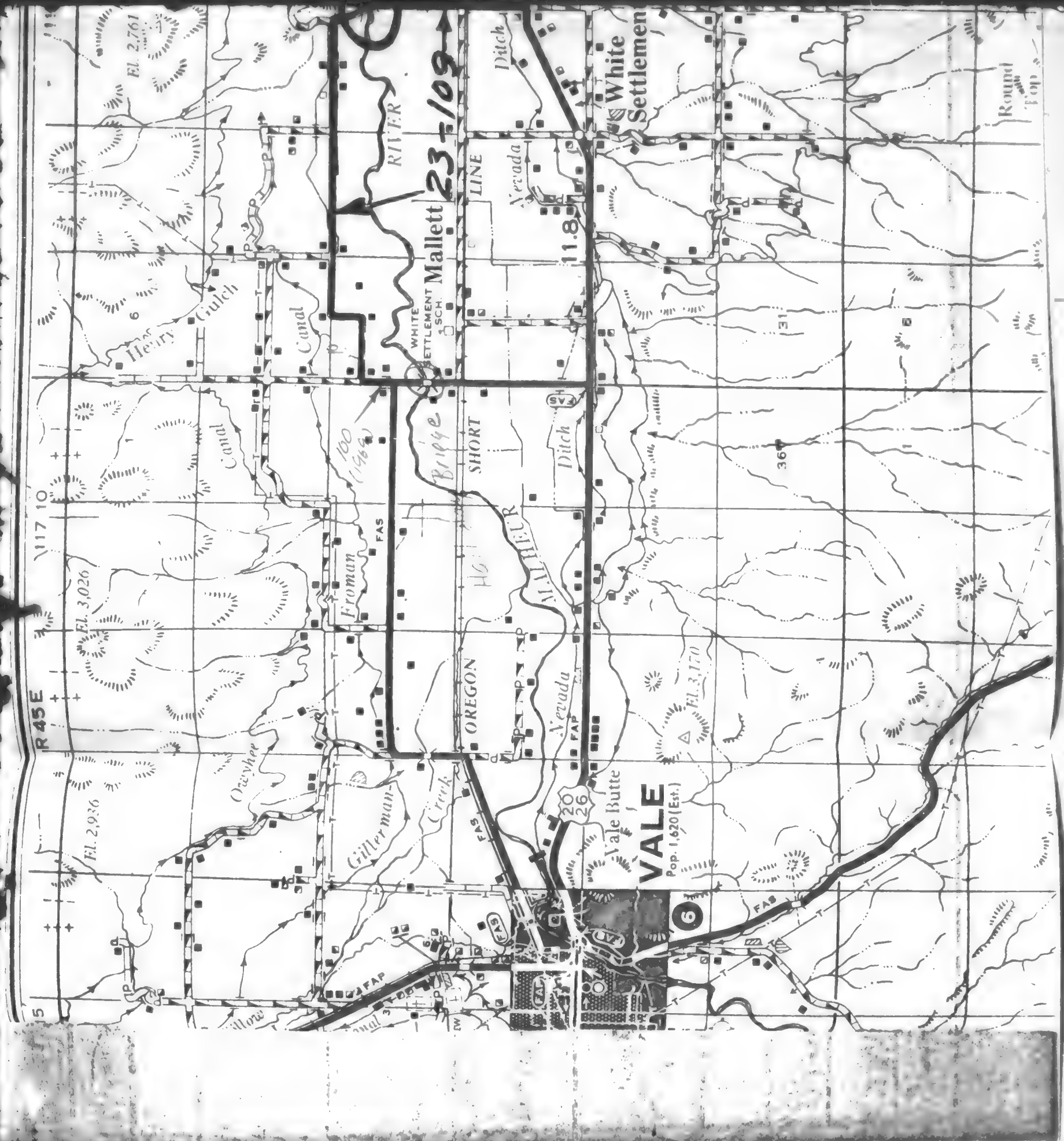
Sincerely,

MALHEUR COUNTY COURT

Ellis A. White

By: Ellis A. White
Malheur County Judge





FAS 23-109

FORM 8-66

NOTED					
-------	--	--	--	--	--

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

APR 2 - 1971

.....Ontario, Oregon.....
.....April 1, 1970.....

REC'D DIV. OFFICE
LA GRANDE

To: Mr. H. S. Coulter
Regional Engineer
La Grande, Oregon

SUBJECT: Malheur Butte Bridge
Butte Drive
Malheur County

NOTED
A. SHIRLEY

Please find enclosed, three (3) copies of Malheur Counties Right
of Way survey for the Malheur Butte Bridge.

It is my understanding, the County has acquired the Right of Way
for the proposed alignment.

Heaving?

Curtis H. Duval

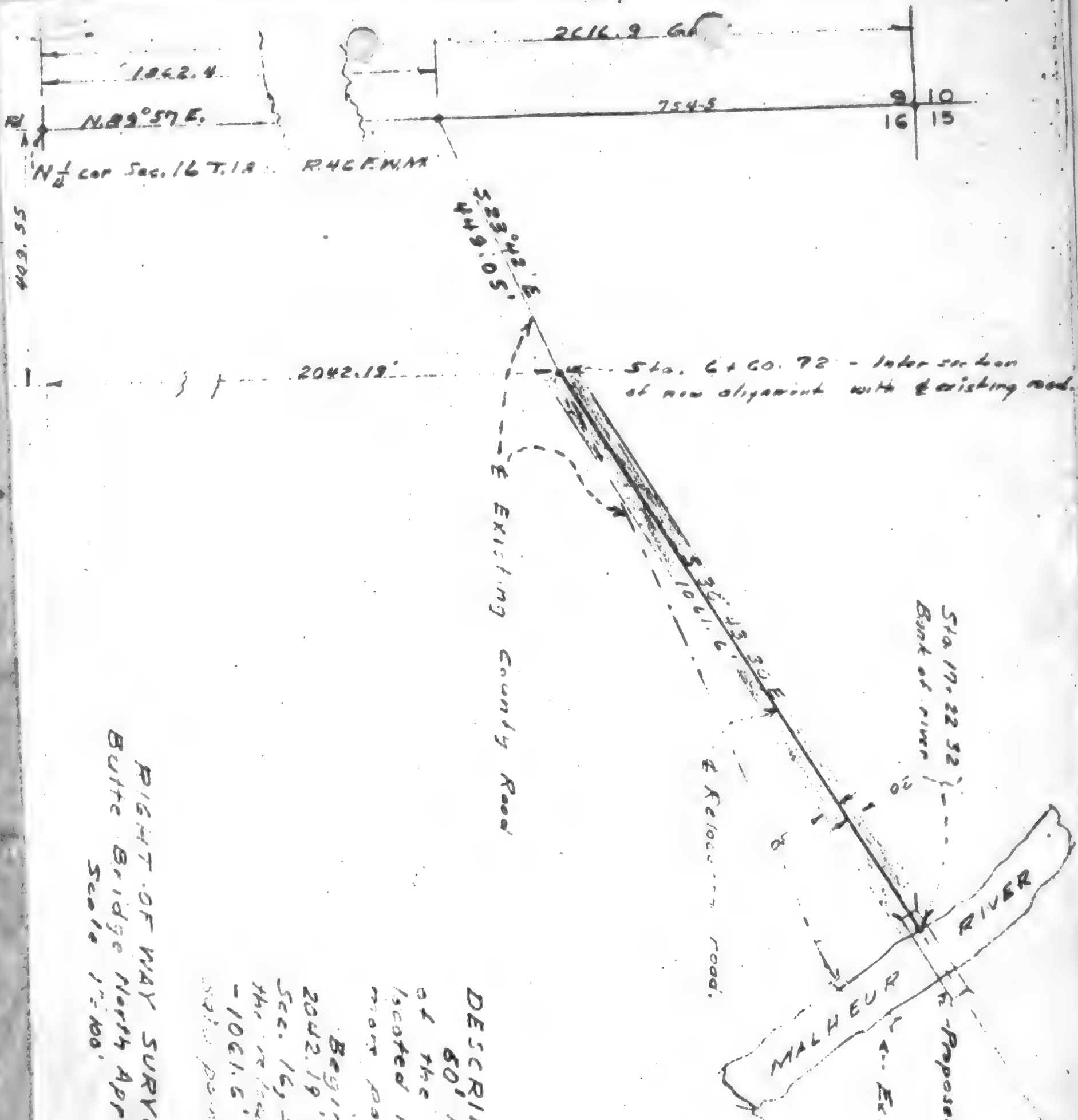
Curtis H. Duval
Res. Br. Engr.

4/2/71

H. S. Cox
I. O. Merchant
F. Hall

RECEIVED							
COUNTY & CITY SECTION							
APR - 5 1971							
☒ ENGR.	☒ COOR.	☒ DE	☒ AE	☒ UE			
☒ UPE	☒ CE	☒ NE	☒ RPE				

*Herewith copies of above for
your info. No copy of vicinity map here, as
have not checked this out. *Agnes Shady*
Reg Maint Engr.*



DESCRIPTION

60' Right of Way, 30' fee
of the following described
located in the E 1/4 NE 1/4 Sec 16,
more particularly described

Beginning at a point 40'
2042.19' East of the North
Sec. 16, said point being Sta.
the relocated road; thence S.
-1061.6' to the North bank of
said river being Sta. 17+22.32

RIGHT OF WAY SURVEY
Butte Bridge North Approach
Scale 1"=100'



2/19/71
341971

County Road

DESCRIPTION

60' Right of Way, 30' feet either side of the following described center line located in the E1/4 NE1/4 Sec 16, T18S, R46E, W4N. more particularly described as follows:

Beginning at a point 407.55' South and 2042.19' East of the North 1/4 cor of said Sec. 16, said point being Sta 6460.72 of the relocated road; thence S. 30° 43' 30" E. - - - 1061.6' to the North bank of Malheur River; said point being Sta. 19+22.32 of relocated road.

RIGHT-OF-WAY SURVEY
Butte Bridge North Approach
Scale 1"=100'

W.E. Allen

NARRATIVE REPORT

Malheur Butte Bridge
Butte Drive (Co. Rd.)
Malheur County

This survey involved location of approximately 0.3 mile of roadway centerline, though State participation in the project will be confined to a structure crossing the Malheur River on Butte Drive, 1.2 miles north of Central Oregon Highway, M. P. 254.19.

Malheur County officials agreed to handle R/W acquisition and construction of approaches and roadway sections along the new alignment.

The existing structure is a 135 foot, single lane steel truss. Considerable volumes of traffic cross here, primarily during harvest seasons. Heaviest loadings are from farm trucks and implements. This structure would be used to detour traffic during construction of the proposed project.

High water conditions during the week of January 17 - 23, 1971, resulted in flooding as indicated on the vicinity map. High water came to within approximately 1 foot of the bottom cross-members on the existing structure. (Photographs of flooding enclosed.)

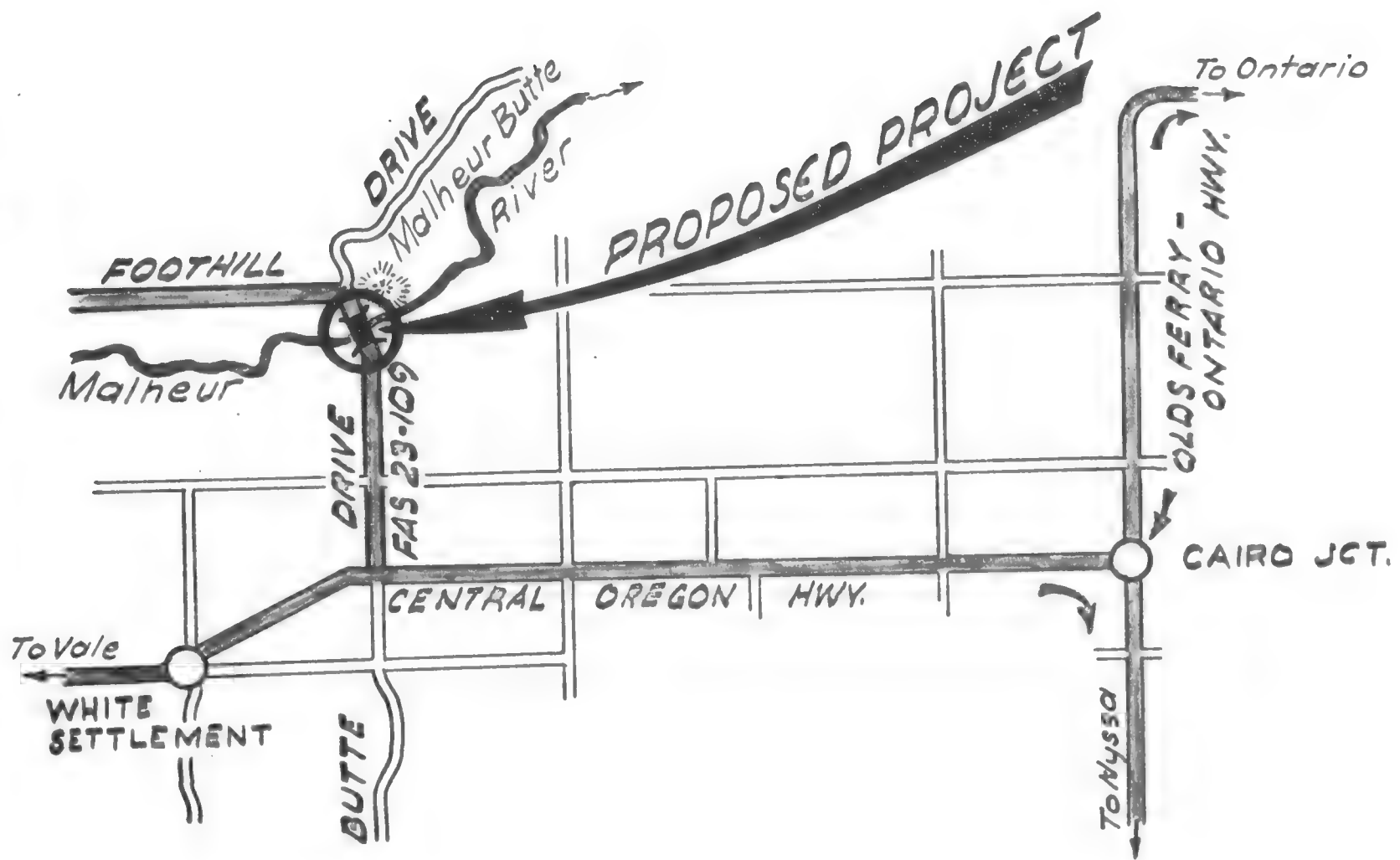
Suggested configuration for the replacement structure is 140 foot, 3 span with provisions for accommodating the Malheur Home Telephone Company cable which presently crosses on the existing bridge deck. A center span length of at least 70 feet is desirable to prevent obstruction of the river channel during flood conditions, and to facilitate ease of approach to the bents during construction. Use of prestressed, precast channels (39 inches in depth) would accomplish this span length and maintain approximately the same clearance.

An Idaho Power Company transmission line passes within approximately 50 feet of the proposed site, though this should not require relocation.

No cost estimate is included here since, of course, this is contingent upon the structural design.



Curtis H. Duval
Resident Bridge Engineer



MALHEUR RIV. (MALHEUR BUTTE) BR. SEC.
BUTTE DRIVE
MALHEUR COUNTY

Br. -15566

Rd. 885

1-135'4" 7 panel steel thru Truss

HC 17'2"

HC 14' (1967)

8 ton load limit (1967)

1969	ADT	100 (NW) - 210 (SE)
1968	"	100 210

S-406(4) Irrigon Jct.-Middle Fork Juniper '71
Canyon Sec., E. of Boardman
#7667 (Grading & paving)

04A 4312

1-27-71

829-Morrow

August 7, 1974

Morrow County Court
Courthouse
Heppner, Oregon 97836

Attention Hon. Paul Jones
County Judge

Contract 7667
S-406(4)

Gentlemen:

Final costs, as shown on the enclosed cost statement,
are now available on:

Irrigon Jct.-M. Fork Juniper Canyon Section
FAS 829.

The County's share of construction costs for this project
is to be made up by transferring County Federal funds to State
Highway Division funds.

Please call us if you have any questions.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

☒ ENGR.	☒ ASST.	☒ DE	☒ UE
☒ UPE	B	R	

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP-52423-734

*Request by Finance
Memorandum*

~~Request for Outside Billing~~

(Or Advice of Cash Transaction)

Address invoice to: **Morrow County Court**
Courthouse
Heppner, Oregon 97836
Attention of **Hon. Paul Jones**
County Judge

Request No. (assigned by staff
engineer or head of division) **52-1425**

Date **August 7, 1974**

Payer's Order No. (if any)

Department Order No. (if any)

(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Irrigon Jct.-M. Fork Juniper Canyon Section
FAS 829

Covered by agreement dated 8/18/70 *4/12 9/22/71*

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		County's share of construction costs for this project is to be made up by transferring County Federal funds to State Highway Division funds.		\$72,665.79

Copy to:- Virgil Boyd.

If payer has made payment for this service, indicate the amount of payment. \$

Credit distribution:

525-1049-297

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. \$

Submitted by:

Harold Reynoldson, Rural Program Engr.
County & City Engr.

Is this a partial or final request for billing?

FINAL

Approved:

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. \$

Division Engineer

Give the number of the last previous request in connection with this same service.

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS

DATE: August 7, 1974

County MORROW Contract No. 7667 Date Completed 8/12/72
 PAS 829 Section Irrigon Jct.-M. Fork Juniper Canyon

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payments to Contractor	(Fed. Part.)	
Traffic signs	" "	\$357,617.11
Engineering	" "	300.00
		<u>39,470.63</u>
TOTAL		\$397,387.74
Payment to Contractor	(Non Part)	
Traffic Signs	" "	26.69
Engineering	" "	19.56
		<u>550.20</u>
TOTAL		\$ 596.45

Total Cost of Project - \$397,984.19

Federal Funds Collected - \$252,698.86 ✓

County Share of Construction Costs Per Agreement:

$$\frac{1}{2}(397,937.94 - 252,698.86) + 46.25 = \frac{145,239.08}{2} + 46.25 =$$

$$72,619.54 + 46.25 = 72,665.79 ✓$$

The amount of \$72,665.79 will be transferred to state highway funds. This will reduce Morrow County's Federal funds as follows:

$$\$252,698.06 + 72,665.79 = \$325,363.85, \text{ rounded to } \$325,364.00.$$

Reference: Billing Form cc 1425

MEMORANDUM

Final Voucher

FORM PR-21A (REV. 8-66)
FORM APPROVED BY
COMPTROLLER GENERAL
U.S. MAY 12, 1966U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

D. O. VOUCHER NO.

VOUCHER FOR PAYMENT UNDER SECONDARY ROAD PLAN

(PPM 20-5 and PPM 30-6)

BUREAU VOUCHER NO.

BUREAU SCHEDULE NO.

Appropriation:

The United States, Dr., TO Treasurer of the State of OregonAddress Capitol Building, Salem, Oregon 97310

PAID BY

STATE

Oregon

FEDERAL AID PROJECT NO.

S-406(4)

DATE OF AUTHORIZATION

10-5-71

VOUCHER PERIOD

From: 10-5-71

To: 3-9-73

FOR PRO-RATA SHARE OF THE UNITED STATES OF ACTUAL COST OF WORK ON THE ABOVE-MENTIONED PROJECT

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT*
\$397,984.19	\$397,387.74	63.59%	\$252,698.86	\$252,698.86	\$0.00	
RECEIVED PUBLIC ROADS DIVISION OFFICE		DATE	BY			
AUDIT MADE						
FORWARDED BY PUBLIC ROADS DIVISION OFFICE						
PASSED FOR PAYMENT			V.E. Skoog, Fiscal Officer, OREDOT			

0.00

*Payee must not use this column.

PREVIOUS EDITIONS ARE OBSOLETE

USCOMM-DC 27088-P16

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	<u>Irrigon Junction - Middle Fork Juniper Canyon Section</u>					
	<u>Morrow County</u>					
	<u>Construction</u>					
	<u>Type Code 4251</u>					
	<u>Roadway (Sta. 11+75 thru Equa. 18+47.44 = 7+00.00 to Sta. 440.00) (Contr. 7667)</u>					
SFO	Final Contract Payment Summary		Lump Sum		\$357,617.11	
	#1 Permanent Striping		All Required		300.00	
			Total Construction Cost		357,917.11	
	<u>Construction Engineering</u>					
	State		All Required		\$ 39,382.29	
	<u>Miscellaneous Project Costs</u>					
	Equal Opportunity Program Expense		All Required		\$ 88.34	
			Total Participating Costs		\$397,387.74	
	<u>Non-Participating Items</u>					
	Interest to Contractor		All Required		\$ 26.69	
	#1 Permanent Striping		All Required		19.56	
SFO	Construction Engineering		All Required		550.20	
			Total Non-Participating Cost		\$ 596.45	
			Total Cost		\$397,984.19	
	AMOUNT CARRIED FORWARD..					

Summary of Completed Federal Aid Work
Irrigon Junction - Middle Fork Juniper Canyon
S-406(4)

<u>Description</u>	<u>Type Code</u>	<u>Roadway Width</u>	<u>Total Cost</u>	<u>Fed. Aid Funds</u>	<u>Total Length</u>
Roadway (Sta. 11+75 thru Equa. 18+47.44 = 7+00.00 to Sta. 440+00)	4251	32 ft.	\$397,984.19	\$252,698.86	8.328 Miles

111
** JOB TOTALS **
4.63CR**
129.88 **
129.88 **

SILVER CREEK BRIDGE SECTION
CONT NO 8020
FA PROJ NOS ERS 04CC05 45
STA

524	1092	276	01 N 1	1,379.96	1,379.96	1,379.96
524	1092	900	00 P 1	106.48	114.09	114.09
524	1092	900	00 N 1	10.73	10.73	10.73
524	1092	900	00 N 9	122.60	131.89	121.89
		TOT	P1	106.48	114.09	114.09
		TOT	N1	1,390.69	1,390.69	1,390.69
		TOT	N9	122.60	131.89	121.89
		TOT	N9	1,619.77	1,636.67	1,636.67
** JOB TOTALS **						

IRRIGUN JCT-MIDDLE FK JUN CAN CONT NO 7667 = FA PROJ NOS S 406004 100
Payment to Contractor
STA

525	1049	201	00 P 1	357,617.11	15,809.13	15,809.13
525	1049	204	00 P 1	26.69	26.69	26.69
525	1049	206	00 P 1	26.69	26.69	26.69
525	1049	206	00 N 1	300.00	300.00	300.00
525	1049	278	01 P 1	19.56	19.56	19.56
525	1049	278	01 N 1	252,698.86	252,698.86	252,698.86
525	1049	296	00 N 9	252,698.86	252,698.86	252,698.86
525	1049	298	00 N 9	39,380.79	39,380.79	39,380.79
525	1049	900	00 P 1	550.20	550.20	550.20
525	1049	900	00 N 1	1.50	1.50	1.50
525	1049	950	00 P 1	88.34	88.34	88.34
525	1049	985	00 P 1	26.69	26.69	26.69
		TOT	P1	413,196.87	590.45	590.45
		TOT	N1	15,809.13	15,809.13	15,809.13
		TOT	N9	397,984.19	397,984.19	397,984.19
** JOB TOTALS **						

N FOSS AVE-N WOOLSEY AVE
CONT NC 7404 * FA PROJ NOS SU 559004 100
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** JOB TOTALS **

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900 00 N 1 10.73
900 00 N 9 122.60
TOT P 1 106.48
TOT N 1 1,390.69
TOT N 9 122.60
TOT N 9 1,619.77

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** JOB TOTALS **

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204 00 P 1
206 00 P 1
206 00 N 1
278 01 P 1
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296 00 N 9
298 00 N 9
900 00 P 1
900 00 N 1
950 00 P 1
955 00 P 1
TOT P 1
TOT N 1
TOT N 9
** JOB TOTALS **

Int. to Contractor
Traffic signs

26.69CR
26.60
141.99CR
141.99

357,617.11
15,809.13
15,809.13CR
26.69
300.00
19.56
252,698.86CR
252,698.86
39,380.79
550.20
1.50
83.34
413,196.87
590.45
15,809.13CR
397,984.19

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STATE COPY

7667

FORM PR-33C (REV. 9-68)

cc: OSHD (A E Johnson)

Region **3-9-75**

Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

NOTED
H. S. COULTER

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT
CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN
(PPMs 20-5 and 20-6.1)

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT	STATE Oregon	REGION NO. 10			
SIGNATURE <i>P. E. O'Neil</i>	COUNTY Horrow	PROJECT NO. S-406(4)			
TITLE Office Engineer	DATE OF INSPECTION September 26, 1972				
BUREAU OF PUBLIC ROADS INSPECTION MADE BY P. E. O'Neil	IN COMPANY WITH A. Shirley, Reg Constr Engr; L. Johnson, Res Engr, OSHD; D. Noyes, FHWA.				
CONTRACTOR'S NAME L. W. Vail Co., Inc.	CONTRACT AMOUNT \$ 390,788.50				
DESCRIPTION OF IMPROVEMENT AS PROGRAMED Grade, Drain & Intermediate po Pavement. 2-12' Lanes, 4' Shoulders. MAR 09 1973 REGIONAL OFFICE	IMPROVEMENT AS CONSTRUCTED				
	ROADBED (Width 32 feet)			STRUCTURES OVER 20-FOOT SPAN	
	TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
	4251	8.328	32	-	-

REMARKS: The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.

IRRIGON JCT.-MIDDLE FORK JUNIPER CANYON
BOMBING RANGE ROAD
Grading and Paving

3-13-73
Cy Ideasy young

This project provided for the construction of 8.33 miles of roadbed grading, aggregate subbase, leveling course and plant-mix emulsified asphalt concrete pavement.

Work on the Irrigon Jct.-Middle Fork Juniper Canyon, Federal-aid Project S-406(4) began on December 14, 1971, and was satisfactorily completed on August 1, 1972 which was within the contract time of 200 calendar days.

The State's certification of materials dated January 30, 1973 indicated all materials used on the project were in reasonably close conformance with the exception of CMS-2 Asphalt and MC-250 Asphalt. The contractor was assessed (more)

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY BUREAU OF PUBLIC ROADS
SIGNATURE P. E. O'Neil for E. A. Nichols	SIGNATURE <i>Vernon V. Cusack</i> Vernon V. Cusack
TITLE Area Engineer	TITLE Acting Division Engineer
MAR 09 1973	MAR 09 1973

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

8-406(4)

2

penalties for the nonspecification material in the amounts of \$744.75 and \$208.50 respectively.

The final cost of the contract was \$356,182.55 an underrun of 8.9%. The grand total including engineering and contingencies was \$397,891.10 an underrun of 11.4%. There were some significant overruns and underruns; however, they were satisfactorily explained by the State.

This project was constructed in reasonably close conformance to the standard plans and specifications. Acceptance of this project is recommended.

RECEIVED					
STATE HWY ENGR					
MR 15.13					
REFER TO					
FOR					
1	2	3	4	5	6
7	8	9	10	11	12

RECEIVED
NOV 13 1972

FOR FILING

7667

November 16, 1972

U. S. Fidelity and Guaranty Co.
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

On November 13, 1972, we wrote to you concerning release of final payment on Contract No. 7667 awarded to L. W. Vail Co., Inc., for work on the Irrigon Junction-Middle Fork Juniper Canyon Section of the Bunking Range Road in Harney County.

Final payment on this contract is \$2,354.72 and the total contract amount is \$397,617.11 including \$1,079.84 for work performed under force account.

Very truly yours,

G. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

En

cc L. W. Vail Co., Inc.
P. O. Box 847
Pasco, Washington 99301

U. S. Fidelity and Guaranty Co.
140 Central Building
Seattle, Washington 98104

C. T. Keasey
Walt Hart
V. E. Shoop
Attn: W. L. Manner
Wendell Schwartz

U.S. GOVERNMENT
PRINTING OFFICE
FOR FILING

7667

November 13, 1972

U. S. Fidelity and Surety Co.
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7667 awarded to L. W. Vail Co., Inc.,
for work on Irrigon Junction-Middle Fork Juniper Canyon
Section of Boring Range Road in Harney County was com-
pleted on August 1, 1972, and accepted by the Highway Com-
mission on November 9, 1972.

Final payment will be released to the contractor
as soon as payment processing can be completed, but not
before November 18, 1972.

No claims for labor or material have been filed
with us.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

En-
cc

L. W. Vail Co., Inc.
P. O. Box 847
Pasco, Washington 99301

U. S. Fidelity & Surety Co.
340 Central Building
Seattle, Washington 98104

C. T. Keasey
Salt Hart
V. E. Shog Attn: W. L. Munner
W. E. Schwartz

☒ ENGR.	☒ COOR.	☒ UE	☒ AE	☒ UE
☒ PE	☒ CE	☒ RE	☒ RPE	☐

MEMO TO FILES
November 10, 1972

Re: Irrigon Jct.-Middle Fork Juniper Canyon Sect.
Bomber Range Road, FAS 829
Morrow County
Project #S-406(1)

Morrow County has requested that the pavement markings and striping on this project be done by the State Highway Division. The County had intended to have one of their adjoining counties do it for them, but this did not turn out.

We feel that it is in the public interest to have the Highway Division do this work because the County is not equipped to do it. Our project contractor has moved out and it would be economically unsound to set up a contract on such a small amount of money.

The billing will be based upon the actual total cost per unit prices as formerly agreed upon by the FHWA and the State Highway Division.

H. S. Cox
County and City Engineer

By

Harold Reynolds
Harold Reynolds
Rural Program Engineer

HR:ljt

cc: R. N. Chase
V. L. Gallagher
Paul Hatcher
W. E. Schwartz
R. A. Nichols, FHWA

RECEIVED
NOV 17 1972

FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING

7667

SALEM, OREGON • 97310

DATE November 10, 1972

TO

Oregon State Highway Commission

FROM

Tom Edwards
State Highway Engineer

SUBJECT

Highway Project Acceptance

Contract No. 7667 Work Completed August 1, 1972

Project Irrigon Jct. - Middle Fork Juniper Canyon

Highway Bombing Range Road (FAS 829) County Horrow

Type of Work Grading and Paving

Contractor L. W. Vail, Inc.

Recommended Acceptance Date November 9, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 12, 1972 for your formal concurrence.

VG:dgk

cc: C. W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

8-31-72

FAS 829 County Norrow Contract No. 7667

Section _____

Location Bomben Range Rd



FORM E-1 (REV. 12-64)		SECTION		WEEK ENDING:	
OREGON STATE HIGHWAY DEPARTMENT		Irrigon Jct.- Middle Fork		8/25/72	
FIELD ENGINEER'S WEEKLY REPORT		Juniper Canyon		SECTION PREFIX	
FOR CONSTRUCTION PROJECTS ONLY		HIGHWAY		525- 1049	
CONSTRUCTION AND BRIDGE DIVISIONS		Bombing Range Road		COUNTY	
				Morrow	
NAME OF JOB		KIND OF WORK			
Bombing Range Road		Grading and Paving			
CONTRACTOR		CONTRACT NUMBER		FEDERAL AID PROJECT NUMBER	
L.W. Vail Co. Inc.		7667		S. 406 (4)	
DATE OF CONTRACT		DATE WORK STARTED		ESTIMATED COMPLETION DATE	
11/11/72		12/14/71			
AVERAGE FORCE ON PROJECT FOR THE WEEK:		SPECIFIED WORK DAYS		WORK DAYS USED	
MEN: 0 SUPERVISION: 0		SPECIFIED CALENDAR DAYS 200		CALENDAR DAYS USED 154 1/2	
		SPECIFIED COMPLETION DATE		PERCENT OF TIME ELAPSED	
PROJECT AUTHORIZATION: \$448,879.45				80 77	
EXCLUSIVE OF ENGINEERING: \$413,285.48		ENGINEERING AUTHORIZATION \$35,593.97		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING \$358,244.84		ENGINEERING COST TO DATE \$37,000.00		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 89	
ESTIMATED PERCENT: OVERRUN UNDERRUN 11 %		PERCENT OF AUTHORIZATION 104 %		DATE PROJECT WAS COMPLETED: Aug. 1, 1972	
ESTIMATED PERCENT COMPLETE (ROADWORK)					
CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
100		100	100	100	100
		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM
		8.33	8.33		8.33
MILES IN PROJECT				8.33	
MILES PARTIALLY COMPLETED					
MILES COMPLETED		8.33		8.33	
TOTAL ESTIMATED QUANTITIES (CONTRACT)		34,900cy		72,500ton	
TOTAL QUANTITIES CORRECTED TO DATE		42,158.9		61,617.3	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		same		same	
AVERAGE DAILY QUANTITIES				93.51ton	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					
EQUIPMENT USED DURING THE WEEK:					
NONE					
ESTIMATED PERCENT COMPLETE (STRUCTURES)					
BRIDGE NO.					
PERCENT					
	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY	
SUNDAY	FAIR				
MONDAY	"				
TUESDAY	"				
WEDNESDAY	"				
THURSDAY	"				
FRIDAY	"				
SATURDAY	"				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	NO .C. I. - LL
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Sent in Semi-Final Friday
This is the last Weekly Report

000710 138

SIGNED _____

LOCATION: _____

Hernington

PRIME RESIDENT SUBMIT 3 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
AUG 10 1972

FOR FILING

7667

August 9, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration
Federal-aid Project
No. S-406(4)

FROM George M. Baldwin
Administrator of Highways

By
L. H. Young
Programming Engineer

SUBJECT Notification Contract Completion

Contract 7667 Work Completed August 1, 1972

Project Irrigon Jct.-Middle Fork Juniper Canyon

Highway Bombing Range Road (FAS 829)

County Morrow

VG:js



**OREGON STATE
HIGHWAY DIVISION**

7667
HIGHWAY BUILDING

• • • SALEM, OREGON • • •

97310

June 21, 1972

L. W. Vail Company, Inc.
P.O. Box 847
Pasco, WA 99301

Attn: James W. Harmon

NOTED
A. E. JOHNSON

Gentlemen:

Re: Irrigon Jct. - Middle Fork Juniper Canyon
FAS S-406(4)
Contract No. 7667

We regret you have found it necessary to terminate your Laborer trainee, David Talbot, for insubordination effective March 31, 1972. Inasmuch as Mr. Talbot has completed all but 79-1/2 hours of the proposed 350 hour program, you may consider this training position as having been satisfactorily completed.

The certificate which you furnished Mr. Talbot, indicating the amount of training he has received, is also considered satisfactory. We encourage you to provide all of the training you are able to furnish, primarily to minority group representatives, in the course of your work. In view of the relatively short period of time which will be required to complete this contract, you will not have to furnish a replacement for Mr. Talbot.

Very truly yours,

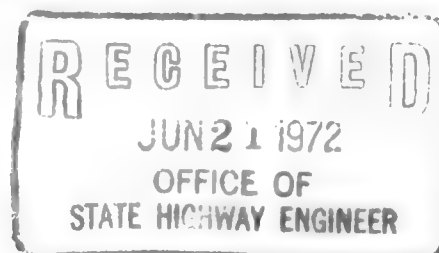
George M. Baldwin
Administrator of Highways

By *M. D. Glenn*

M. D. Glenn
Construction BEO Engineer

MDG:fr

bc: Glen Green
A. E. Johnson
Gene Huntley
W. E. Schwartz
L. C. Johnson



RECEIVED
FEB 23 1972

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

5-406(4)

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 22, 1972

7667

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

In reply refer to: 10-35-DA/961

SUBJECT: Oregon Project S-406(4)
Irrigon Jct.-Middle Fork Juniper Canyon Section
Bombing Range Road
FHWA Order Interim 7-2(2)

at Const.
Salem County
2-28-72

The proposed Laborer training program submitted with Mr. Johnson's
February 17, 1972 letter is approved.

2-28-72
REFERRED TO

Johnson
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
FEB 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 19 1972

FOR FILING

S-406(4)
7667

February 17, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

Re: Irrigon Jct.-Middle Fork Juniper Canyon Section
Bombing Range Road FAS 829
F.A. Project No. S-406(4)
Contract No. 7667
On-The-Job Training

The subject contract was awarded on November 11, 1971 to the L. W. Vail Company, Inc. of Pasco, Washington and included the EEO Special Provisions for on-the-job training under FHWA Order Iterim 7-2(2).

The contractor is to provide one trainee during the life of the project. At the preconstruction conference held on December 1, 1971, the contractor advised that the trainee would be provided in the Laborer craft. The original training program submitted by the contractor was not considered to be of sufficient duration to provide adequate training for development to Journeyman status.

Attached are four copies of documents detailing the revised training program. These attachments outline the type and duration of the training to be provided, the rate of pay and starting date. This program is similar to others approved on other projects. It should be noted that the trainee to be provided has graduated from the Laborers Training School at Camp Rilea. This training, when considered in conjunction with the on-site training proposed, provides a training period of 550 hours. This is considered to be consistent with the working time available under the contractor's schedule for this contract.

Mr. R. E. Simpson
February 17, 1972
Page 2

The Oregon State Highway Division has accepted the proposed training program as meeting the required standards under FHWA Order Interim 7-2(2). We request your concurrence in the Laborer training program.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

Attachments

cc George M. Baldwin
Tom Edwards
F. B. Klaboe
F. D. Morgan
Gene Huntley (enc.)

MDG:fr ja

CONFIDENTIAL

February 1, 1972

Oregon State Highway Department
Attn: L. C. Johnson
240 Gladys
Horniston, Oregon 97838

RE: Contract No. 7667

Gentlemen:

In accordance with the Special Provisions pertaining to on-the-job training and Mr. Glenn's letter of January 25, we are re-submitting the following expanded plan and schedule for accomplishing this requirement.

- a. We have contacted our hiring agents, have and will continue to contact local sources for minority trainees, and encourage our present employees to send referrals to us.
- b. Each trainee will be advised and encouraged regarding his progress through-out the training period. He shall be trained in various areas with fixed minimum hours of training in each area. No fixed additional hours may be accumulated in some areas should the various operational phases not continue in a fashion so as to make the training program progress at a continuous pace.
- c. The trainee will be furnished with a certification showing the type and length of training satisfactorily completed.
- d. Wage rate shall be \$5.25/hr. plus applicable fringes.
- e. Start date (provided trainee is available and weather conditions permit) will be February 1, 1972.
- f. Training period will be approximately 5 months under this contract.
- g. The areas in which this individual will be trained are:

1. On-the-job Safety
2. Crusher Operations
3. Grade Checking
4. Material Spreading
5. Asphalt Paving
6. Traffic Control

COPY

H. Minimum hours in each area of work will be:

1. On-the-job safety - no hours set as this will be a part of every phase.
 2. Crusher operations - 80 hrs.
 3. Grade checking - 80 hrs.
 4. Material spreading - 80 hrs.
 5. Asphalt raking - 60 hrs.
 6. Traffic control - 50 hrs.
- 350 hrs.

We feel this program to be within the scope and intent of the contract requirements. If you concur please contact us at your earliest convenience and we will proceed as outlined.

It had been our intent to bring a trainee already under our employ onto this project as the area where he presently works is not in progress due to weather conditions. However this man has entered in college level courses for the winter term and is not now available. We, therefore, replaced him with David Talbot.

Very truly yours,

L. W. VAIL CO., INC.

James W. Harmon
James W. Harmon,
Secretary

JWH:vc

COPY

January 20, 1972

RE: Contract No. 7667

We have been given a trainee and we are now utilizing him on the project. We hope you find that he meets the requirements and is acceptable to you.

Name - David Henry Talbot
Address - P. O. Box 395
Horniston, Oregon 97638
Age - 24 (9-10-47)
Sec. Sec. No. 543-56-5242

This man was referred to us by the Laborers Local in Pendleton. He started work on January 11, 1972. To date we have been utilizing him within the grade checking and material spreading categories. His attitude is good. He wants to work and we are well pleased to be able to be of assistance to him.

L. W. VAIL CO., INC.

553:20C

COPY



RECEIVED
FEB 1

FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

S-406 (4)

7667
HIGHWAY BUILDING

L. W. Vall Company, Inc.
P.O. Box 847
Pasco, WA 99301

Attn: Mr. James W. Harmon

NOTED
A. E. JOHNSON

SALEM, OREGON

97310

February 16, 1972

Re: Irrigon Jct. - Middle Fork
Juniper Canyon Section
Bombing Range Road FAS 829
F.A. Proj. No. S-406(4)
Contract No. 7667
On-The-Job Training

Gentlemen:

Your revised on-the-job training program for the Laborer trainee proposed for the subject contract has been reviewed. In your letter of January 20, 1972, you state that the trainee you are providing, Mr. David Talbot, is a graduate of the Laborers Training School at Camp Rilea. He has therefore completed 200 hours of training in which the State will participate under the on-the-job training program. With the 200 hours completed at Camp Rilea plus the 350 hours of on-site training to be provided, for a total of 550 hours, the State Highway Division now finds your proposed training program acceptable.

Your program will be submitted to the Federal Highway Administration for their approval and you will be notified of their findings.

Very truly yours,

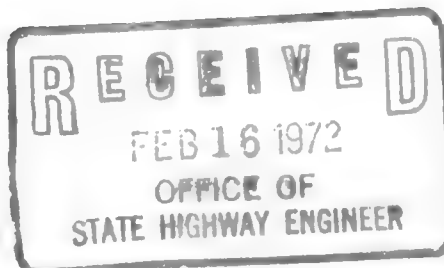
George M. Baldwin
Administrator of Highways

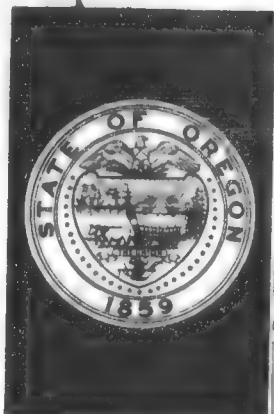
By

M. D. Glenn
BEO Engineer

MDG:fr

cc: A. E. Johnson
Gene Huntley
W. E. Schwartz
L. C. Johnson





10) FIDELITY

FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

667
HIGHWAY BUILDING

• • • SALEM, OREGON • • • 97310

L. W. Vail Company, Inc.
P.O. Box 847
Pasco, WA 99301

January 25, 1972

Attn: James W. Harmon

NOTED
A. E. JOHNSON

Gentlemen:

Re: Irrigon Jct. -Middle Fork Juniper Canyon Section
Bombing Range Road FAS 829
F.A. Project S-406(4)
Contract No. 7667

At the preconstruction conference for this project held on December 1, 1971, I verbally approved your selection of the craft in which you proposed to furnish a trainee for this project. I also informed you this would permit you to commence construction.

You indicated at that time you intended to furnish a Laborer trainee and desired to transfer the trainee from the M.P. 85.5 - Blue Mountain Pass Project, Contract No. 7621, to complete a portion of the 740 hour program approved for that project. I questioned the acceptability of using the same trainee to fulfill the on-the-job training requirements for two separate contracts. I have found this is acceptable providing certain conditions are fulfilled. The resignation of your trainee to attend college, however, has eliminated this possibility. Please transmit a copy of your certificate showing length and type of training satisfactorily completed by this trainee along with your letter of transmittal to him.

Your proposed training program dated January 3, 1972, has been reviewed. The training program as submitted is not considered to be of sufficient duration to provide adequate training for development of full Journeyman status.

Your program states approximately 5 months will be available for the training period under this contract. This length of time is sufficient to provide a program comparable to that approved for your M.P. 85.5 - Blue Mountain Pass Project.

L. W. Vail Company, Inc.
January 25, 1972
Page 2

You are requested, therefore, to submit an expanded program to reflect a more complete training program for the Laborer trainee.

Please expedite the resubmittal of this program so approval by the Federal Highway Administration may be secured.

Very truly yours,

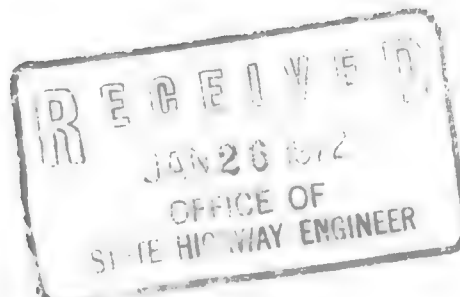
George M. Baldwin
Administrator of Highways

By *M. D. Glenn*

M. D. Glenn
BEO Engineer

MDG:fr

cc: R. E. Simpson w/att.
A. E. Johnson "
W. E. Schwartz "
L. C. Johnson "



January 3, 1972

Oregon State Highway Department
Atten: L. C. Johnson
240 Gladys
Hermiston, Oregon 97838

RE: Contract No. 7667

Gentlemen:

In accordance with the Special Provisions pertaining to on-the-job training for the above referenced project, we are submitting the following plan and schedule for accomplishing this requirement.

- a. We have contacted our hiring agents, have and will continue to contact local sources for minority trainees, and encourage our present employees to send referrals to us.
- b. Each trainee will be advised and encouraged regarding his progress through-out the training period. He shall be trained in various areas with fixed minimum hours of training in each area. We feel additional hours may be accumulated in some areas should the various operational phases not continue in a fashion so as to make the training program progress at a continuous pace.
- c. The trainee will be furnished with a certification showing the type and length of training satisfactorily completed.
- d. Wage rate shall be \$5.25/hr. plus applicable fringes.
- e. Start date (provided trainee is available and weather conditions permit) will be February 1, 1972.
- f. Training period will be approximately 5 months under this contract.
- g. The areas in which this individual will be trained are:

1. On-the-job safety.
2. Crusher Operations.
3. Grade checking.
4. Material spreading.
5. Asphalt raking.
6. Traffic control.

COPY

h. Minimum hours in each area of work will be:

1. On-the-job safety - no hours set as this will be a part of every phase.
 2. Crusher operations - 40 hrs.
 3. Grade checking - 40 hrs.
 4. Material spreading - 40 hrs.
 5. Asphalt raking - 40 hrs.
 6. Traffic control - 40 hrs.
-
- 200 hrs.

We feel this program to be within the scope and intent of the contract requirements. If you concur please contact us at your earliest convenience and we will proceed as outlined.

It had been our intent to bring a trainee already under our employ onto this project as the area where he presently works is not in progress due to weather conditions. However this man has entered in college level courses for the winter term and is not now available. We are, therefore attempting to replace him through the Laborer's hiring hall.

Very truly yours,

L. W. VAIL CO., INC.

James W. Harmon
James W. Harmon,
Secretary

JWH:vc

COPY

RECEIVED
NOV 30 1971

FOR FILING

S-406 (4)
7667

November 29, 1971

L. W. Vail Company, Inc.
P. O. Box 847
Pasco, Washington 99301

Enclosure

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7667 for work on
the Irrigon Junction-Middle
Fork Juniper Canyon Section of
Bumby Range Road (RMS 829)
in Morrow County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc
Enclosure

cc W. B. Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

W. B. Fidelity & Guaranty Company
340 Central Building
Seattle, Washington 98104

cc F. D. Morgan
L. D. Marchant
L. H. Young
Attn: Vince Gallagher
H. S. Coulter
L. C. Johnson

S-406(4)

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 11-116	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 3 7667	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 11-24-71	COUNTY Morrow
		PROJECT NO. S-406(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Irrigon Jct. (I-80N) South 7.5 mi.
(Irrigon Jct.-Middle Fork Juniper Canyon Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-5-71	8.328
OTHER (Specify)		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT

\$ 448,879.00

FEDERAL FUNDS

\$ 285,261.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Department)

By

Assistant State Highway Engineer

(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

For: R. E. SIMMONS (Division Engineer)

Date executed by
Division Engineer

NOV 24 1971

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section 11-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section 11-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The

contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however*, that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: *Provided*, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

GPO 906-714

November 19, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Project No. S-406(4)
Irrigon Jct.-Middle Fork
Juniper Canyon Section

Dear Sir:

We are forwarding four copies each of project agreement estimate and project agreement for the subject project. Two copies of the project agreement have been signed by a Highway official.

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, subject: "Consideration of the overall interests of the public in the Federal-aid highway programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding this project.

The specifications and proposal contain certifications conforming to Mr. J. M. O'Connor's memorandum of February 23, 1968, in regard to nonsegregated facilities.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

Enclosures

JG:dg

Oregon State Highway Division

Federal-Aid
Project No. S-406(4)

IRRIGON JCT.-MIDDLE FORK JUNIPER CANYON SECTION

ON COUNTY FAS ROUTE 829 IN MORROW COUNTY

Salem, Oregon, November 19, 1971

Project Agreement Estimate

Type Code 4251

Roadway (Sta. 11+75 thru Equa. 18+47.44 = 7+00.00 to Sta. 440+00)

Temporary Protection & Direction
of Traffic
Mobilization
Clearing and Grubbing
General Excavation
Gravel Blanket
Finishing Roadbed & Slopes
Watering
Grid-Rolled Aggregate Subbase
3/4"-0 Aggregate Base
Emulsified Asphalt Concrete Mix
CMS-2 Asphalt in Mix
1/4"-#10 Aggregate in Seal
Aggregate in Sand Choke Seal
CRS-2 Asphalt in Seal
Asphalt in Tack Coat
3/4"-0 Aggregate in Prime Coat
MC-250 Asphalt in Prime Coat

A11 Required
A11 Required
A11 Required
34,900 cu.yd.
5,340
8.33 mile
3,000 M-gal.
64,200 ton
8,300 ton
25,900 ton
2,070 ton
870 cu.yd.
1,000 cu.yd.
140 ton
17 ton
470 cu.yd.
85 ton

0.75
3.00
200.00
3.00
1.53
2.10
3.35
45.00
8.00
4.00
57.00
57.00
4.25
50.00

\$ 4,500.00
9,600.00
2,100.00
26,175.00
16,020.00
1,666.00
9,000.00
98,226.00
17,430.00
86,765.00
93,150.00
6,960.00
4,000.00
7,980.00
969.00
1,997.50
4,250.00

\$390,788.50

Flagging (60% of Contractor's Cost)
Permanent Pavement Striping
Temporary Erosion Control
On the Job Trainees

A11 Required
A11 Required
A11 Required
A11 Required

2,500.00
1,200.00
200.00
800.00

\$ 4,700.00

\$395,488.50
53,390.50

\$448,879.00

Subtotal
Engr. & Cont.

Total

8.328 Miles

\$53,899.98

Length of Project - - - - -

Cost or Roadway Per Mile - - - - -

SUMMARY OF FUNDS

Federal Funds	- - - - -	\$285,261.00
State Funds	- - - - -	81,809.00
County Funds	- - - - -	81,809.00
Total Cost		\$448,879.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7667

Prefix 525-1049

☒ ENGR.	☒ COOR.	☒ OE	☒ AE	☒ UE
☒ UPE	☒ CE	☒ RE	☒ RPE	☐

Morrow County Court
 Courthouse
 Heppner, Oregon 97836

November 12, 1971

Re: Irrigation Jct.-Middle Fork Juniper Canyon
 Section
 Bombing Range Road, FAS 829
 Morrow County

Gentlemen:

A copy of the construction plans and contract #7667 are enclosed for your information and reference. If more copies are desired, please do not hesitate to request same.

Your 20% construction costs for this project will be deducted from your Federal allocation at the time of final billing.

Very truly yours,

H. S. Cox
 County and City Engineer

By

HA
 Harold Reynoldson
 Rural Program Engineer

HR:ljt

Encl.

☐ ENR	☒ COR	☒ CE	☒ RE	☒ UPE
☒ UPE	☒ CE	☒ RE	☒ HPE	☐

SALEM, OREGON
November 12, 1971

Mr. L. H. Young
Program and Planning Engineer

Irrigon Jct.-Middle Fork Juniper
Canyon Section
Bombing Range Road, FAS 829
Morrow County

BUILDING

Morrow County has requested that their 20% share of construction costs be made up by transferring Federal funds from their allocation to State highway funds.

A copy of the County's letter authorizing us to make this transfer is attached. At the time of final billing, the correct amount of their 20% will be determined and will be deducted from their allocation.

The contract is now clear for award.

HR
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

Att.

cc: John Herr
Paul Hatcher



OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 29, 1971

Morrow County Court
Courthouse
Heppner, Oregon 97836

Attn: Hon. Paul W. Jones
Judge

Gentlemen:

On October 28, 1971, a satisfactory bid was received from the L. W. Vail Company, Inc., Pasco, Washington 99301, for the Irrigion Jct.-Middle Fork Juniper Canyon Section, Bombing Range Road, FAS 829. As per the agreement between the State and the County, the following advance deposit is required from the County prior to awarding the contract.

Bid Items	\$390,788.50
Flagging	2,500.00
Permanent Pavement Striping	1,200.00
Temporary Erosion Control	200.00
On-the-Job Trainees	800.00
	\$395,488.50
13% Engineering and Contingencies	53,390.95
TOTAL	\$448,879.45

County Advance Deposit:

20% of \$448,879.45 = \$89,775.89, or say ~~\$89,800.~~

This advance deposit in the amount of \$89,800 shall, at the request of Morrow County Court, be made up of money transferred from Morrow County's FAS funds to Oregon State Highway funds.

Please indicate your approval of this transfer of funds by placing your signature in the space provided below, and return one signed copy to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer

Nov. 8 1971
COUNTY COURT OF Morrow

BY *Paul W. Jones*

Walter Hayes
COUNTY COMMISSIONER

Thomas W. Hughes
COUNTY COMMISSIONER

HR:ljt
Att.

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon 97310

RE: Encumbrances of Future Anticipated
Federal Allocations of FAS Funds

Dear Sir:

MORROW County hereby requests an advance on its anticipated future Federal allocation of FAS funds in the amount of \$ 135,900.00. This is the estimated additional fund needed by Morrow County for the Irrigon Jct.-Middle Fork Juniper Canyon Section on Bombing Range County Road, FAS 829. Since Morrow County's annual Federal allocation is approximately \$ 45,300, this represents all or a portion of its funds for the fiscal years 1973, 1974, and 1975, and these funds will be replaced by the allocations to the County for these same fiscal years.

This request is in accordance with the agreement which was approved by the Association of Oregon Counties' Board of Directors at their meeting of August 15, 1969, and approved by the Highway Commission at their November 18, 1969, meeting. By this agreement, county Federal allocations became a revolving fund and permits any county to encumber its future anticipated Federal allocations for three years or less. It is also understood that each county must clear up all encumbrances of its FAS allocations before additional allocations can be advanced. Be it further remembered that no advancement on future anticipated Federal allocations can be honored until all present available allocations have been expended.

This request was signed at a duly authorized session of the Morrow County Court/Board of Commissioners at Morrow, Oregon, on November 8, 1971.

Morrow County, by and through
its County Court/Board of Commissioners

By Paul W. Jones
Judge/Chairman

By Walter H. Hayes
Commissioner

By Harold W. Hughes
Commissioner



RECEIVED
NOV 15 1971

FOR FILING

S-406(4)
7667

cc F. D. [] gan
I. D. Merchant
L. H. Young
Attn: Vince Gallagher
H. S. Coulter
L. C. Johnson
William Geibel (SAIF)

November 11, 1971

L. W. Vail Company, Inc.
P. O. Box 847
Pasco, Washington 99301

Gentlemen:

The State Highway Commission on November 1, 1971, accepted your proposal for work on the Irrigon Junction-Middle Fork Juniper Canyon Section of the Bombing Range Road (FAS 829) Highway in Morrow County and referred it to the State Highway Engineer with authority to award the contract as soon as Morrow County approves the project and deposits \$89,800.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7667.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin November 23, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

kl
Enclosures

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wa., & Portland, Ore.

RECEIVED
NOV 2 - 1971

FOR FILING

S-406(4)
7667

November 2, 1971

L. W. Vail Co., Inc.
P. O. Box 847
Pasco, Washington 99301

Gentlemen:

The State Highway Commission on November 1, 1971, accepted your bid in the amount of \$390,788.50 on the Irrigon Junction-Middle Fork Juniper Canyon Section in Harrow County, which was the low bid received for that job on October 28.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as Harrow County approves the project and deposits \$89,800. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
bc

Frank Morgan
Ivan Merchant
H. S. Coulter
L. G. Johnson

TRANSACTION NUMBER 10-202

FORM PR-48
(EV. 7-67)TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADSSTATE HIGHWAY DEPARTMENT
OREGONDATE
10-5-71BY (Signature)
MR. YOUNG'S SEPTEMBER 23, 1971 LETTER

TITLE

PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS

☐ FAI☐ PAP☐ PAU☒ PAS☐ OTHERS

OTHER IDENTIFICATION AND/OR REMARKS (Items)

STAGE 1*

ITEM NOS. _____ THRU _____

PROJECT NOS.

STAGE 1

ITEM NOS. 1069 THRU _____

LENGTH
(Miles)TOTAL
ESTIMATED COSTFEDERAL
FUNDS

LOCATION

WORK

069

S-406(4)

7.5

640,000

406,000

LBRIGON JUNCTION-
MIDDLE FORK JUNIPER
CANYON SECTION.GRADE, DRAIN AND
INTERMEDIATE TYPE
PAVEMENT.NOTED
TOM EDWARDS

10-11-71

NOTED
F. E. KLABOE

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION

APPROVED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU
SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS
PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED
OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECOMMENDED

SIGNATURE AND TITLE

DATE

10-5-71

APPROVED
SIGNATURE AND TITLE

FOR R. E. SIMPSON, DIVISION ENGINEER

RECEIVED
OCT 14 1971
FOR FILE

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

RECEIVED
OCT 18 1971

FOR FILE :

S-406 (4)
7667

September 27, 1971

Morrow County Court
Courthouse
Heppner, Oregon 97836

Attention: Sadie Parrish
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 4313

Gentlemen:

Attached for your records is a fully executed copy of a construction-finance agreement pertaining to the Irrigon Junction-Middle Fork Juniper Canyon Section on Bombing Range Road, FAS 829.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Att.

cc H. S. Cox
(agree. att.)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
September 21, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Construction-Finance Agreement
Irrigon Jct.-Middle Fork Juniper Canyon
Bombing Range Road, FAS 829
Morrow County

Attached for your signature of approval and the Highway Commission Secretary's certification are three copies of the subject agreement.

Project approval was received at the August 18, 1970
Highway Commission meeting.

D. N. Harwell

D. N. Harwell
Coordinating Engineer
County and City Section

DNH:ljt
Att.

Jan
please distribute
B



RECEIVED
OCT 27 1971
FILING

S-406(4)
7667

September 23, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97303

Dear Sir:

We are submitting program data for three Secondary Projects, Item Nos. 1067 through 1069, which we desire to have included in the Federal-aid Secondary Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for these projects on October 28, 1971.

We are enclosing copies of State Clearinghouse review for each project and District 9 and 12 Clearinghouse review for Items 1067 and 1069, respectively. Notice of Intent was sent to District 10 Clearinghouse on April 23, 1970, for Item 1068 and said Notice has lain before District 10 Clearinghouse more than 30 days without action, therefore, it is assumed no adverse review or comments will be made.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

Encl.

JG:dg

MONTHLY TRANSACTION NO.				FORM PR-1 (REV. 4-61)				FEDERAL-AID PR (PPM 2)			
DATE SUBMITTED TO W.O.				9-23-71							
CARD 2	REPORT NUMBER 1		PROJECT LOCATION (45 typewriter spaces) Co. Rd. Irrigon Jct. (I-80N) South 7.5 mi.				ADT		PRESENT 110	FUTURE 170	YEAR 91
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr. Intermediate type pave.				NATL. FOREST	FH ROUTE NO.	SUPV AGENCY	DA CLASSIF.	DA AREA	ENERG. YR.	PL. AUTH.
CARD 4	CLASS OF FEDERAL FUNDS Secondary								COUNTY NAME Mor		
NAME OF URBAN AREA								ROUTE NO. S	FEDERAL-AID 829		
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	
1	(14) (5)	(16)	41	42	43	46	Co. Rd. Irrigon Jct. (I-80N) South 7.5 mi. "Irrigon Jct.-Middle Fork Juniper Canyon Section"	(54) (55) (56)	(58) (57)		
5					PE						
5					ROW						
5					CONST (CODE) 4251			7.5	640,000	406,000	
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	7.5	640,000	406,000	
1	14	PROGRAM APPROVAL DATES						(18)	(23) (24)		

FEDERAL-AID PROGRAM DATA (PPM 21-1)

9-23-71

7.5 mi.		ADT		PRESENT 110	FUTURE 170	YEAR 91	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 022	ITEM NO. 1069	
SUPV AGENCY		DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER S- 406		SEQ. NO. (4)	I. Projects Only POSTM. DESIG.			
COUNTY NAME Morrow		STATE Co. Rd.		CODE 049		PROGRAM STAGE ☐ 1 OR ☒ 2		CHARACTER OF PROPOSED WORK (Full description)				
ROUTE NO. S		FEDERAL-AID 829		U.S.		ESTIMATED PROJECT COST BY PHASES						
MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS								
7.5	640,000	406,000	117,000	117,000 (Co.)	Gr. Dr. 2-12' lanes intermediate type pave. with 4' shldr. ROW - 100' min.; access control-none; parking restrictions none.							
7.5	640,000	406,000	117,000	117,000 (Co.)								
PROJECT TOTALS	7.5	640,000	406,000	117,000	117,000 (Co.)	REMARKS						

Additional Data: Item S-566 & DS-52, Project S-406(1) & DS-406(1).

SEP 24 1971

Highway

S-406 (4)
7667

September 23, 1971

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following secondary projects:

Item No.	Project No.	Name
1067	S-589(1)	Juniper Flat (Maupin) Section
1068	S-184(5)	Deschutes River Canyon Section
1069	S-406(4)	Irrigon Jct.-Middle Fork Juniper Canyon Section

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.

JG:dg

cc: R. N. Chase
B. L. Gifford

ADT 1971
110
170

DHV 1991
11
17

SAFETY: _____

MEMO TO R. N. CHASE

Date: September 10, 1971

FAS 829, Morrow COUNTY, Irrigon Junction-^{middle} Fork Juniper Canyon SECTION

TERMINI: North end is at the junction of FAP 1 and FAP 18 and approximately 2 miles east of the town of Boardman.

PROPOSED WORK: Grade, drain, base, and pave.

PROJECT LENGTH: 7.5 miles

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	640,000	384,000	128,000	128,000	

EXISTING FACILITIES: Oiled roadway with gravel shoulders

ADJACENT SECTIONS:

NORTH/EAST END: FAP 1

SOUTH/WEST END: 20' oil mat with 4' gravel shoulders

PROJECT DATA: Grade, drain, base and pave a roadway 32' in width, to have two 12' travel lanes and 4' shoulders. Paving to be a bituminous oil mix the full width of 32'.

RIGHT-OF-WAY: 100' minimum

ACCESS CONTROL: none

RAILROAD CROSSING: none

MINIMUM DESIGN STANDARDS: no deviation from standards

SYSTEM ACTION: completed

PUBLIC HEARING: offered for 7/29/71, published 7/15/71, and 7/22/71. No request submitted by County Court.

UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA: This is basically a farm-to-market route.

Hearing Certification

Park and recreation area affected
Relocation assistance

8/27/71
No
No one moved

Social, economic & environmental effects considered
Location and design approved
Clearinghouse approved

yes
9/9/71
9/15/70

Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.

Negative Declaration

9/7/71

HB:Lat

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 30, 1971

SUBJECT: Traffic Data
FAS-C Projects

To: H. S. Cox
County-City Engineer
B U I L D I N G

Attention: Harold Reynoldson ✓

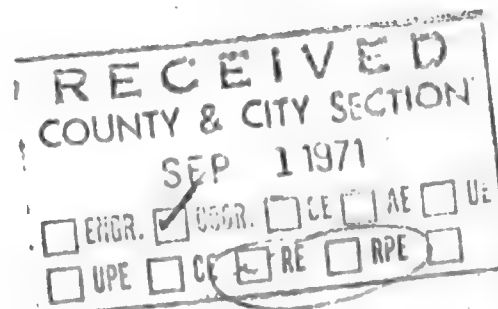
In accordance with your request, we are tabulating below average daily traffic (ADT) and design hour volume (DHV) for the FAS projects requested.

Description	County	1971		1991	
		ADT	DHV	ADT	DHV
Bomber Range Rd. FAS 829 I-80N-Juniper Canyon	Morrow	110	11	170	17
Clark Creek Rd. FAS 957 Grande Ronde River Br.	Union	150	15	300	30

Robert E. Royer

Robert E. Royer
Planning Engineer

TS:mb



5-406(4)
7667

no
reg.
for
clearing

September 10, 1971

GAZETTE-TIMES

Heppner, Oregon 97836

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in the north section of Morrow County, Oregon, relative to the proposed improvement of the Irrigon Junction-Middle Fork Juniper Canyon Section of Bombing Range Road.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, September 16, 1971, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication for the date of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. H. S. Coulter, Regional Engineer, 963-3177, La Grande.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:lat
Att: Notice

cc: Federal Highway Administration
Program and Planning, 2
Accounting Section: 525-1449-980
County and City
Public Information
H. S. Coulter, Regional Engineer

R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
V. D. Wolfe
L. H. Young
F. L. Hall
R. W. Chase
B. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, at the request of the Morrow County Court, has approved the location and design of the Irrigon Junction-Middle Fork Juniper Canyon Section of Bombing Range Road, effective September 9, 1971.

The proposal consists of drainage, grading, surfacing and paving a two-lane facility with two 12-foot travel lanes and 4-foot paved shoulders beginning at the Irrigon Junction east of Boardman thence south 7.5 miles to the Middle Fork of Juniper Canyon.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:lat
9/10/71

GAZETTE-TIMES, Happer

LOCATION - DESIGN APPROVAL

COUNTY: Morrow

SECTION: Irrigon Junction-Middle Fork Juniper Canyon

FAS NO.: 829

ROAD NAME: Bombing Range Road

PROJECT DESCRIPTION:

Grade, drain, surface, and pave a two-lane facility with two 12-foot travel lanes and 4-foot paved shoulders beginning at the Irrigon Junction east of Boardman thence south approximately 7.5 miles.

ESTIMATED COST: \$640,000

HIGHWAY COMMISSION APPROVAL: August 18, 1970

HEARING: Opportunity afforded, no requests received

STATE CLEARINGHOUSE REVIEW: September 15, 1970

SECTION 204 REVIEW: None required

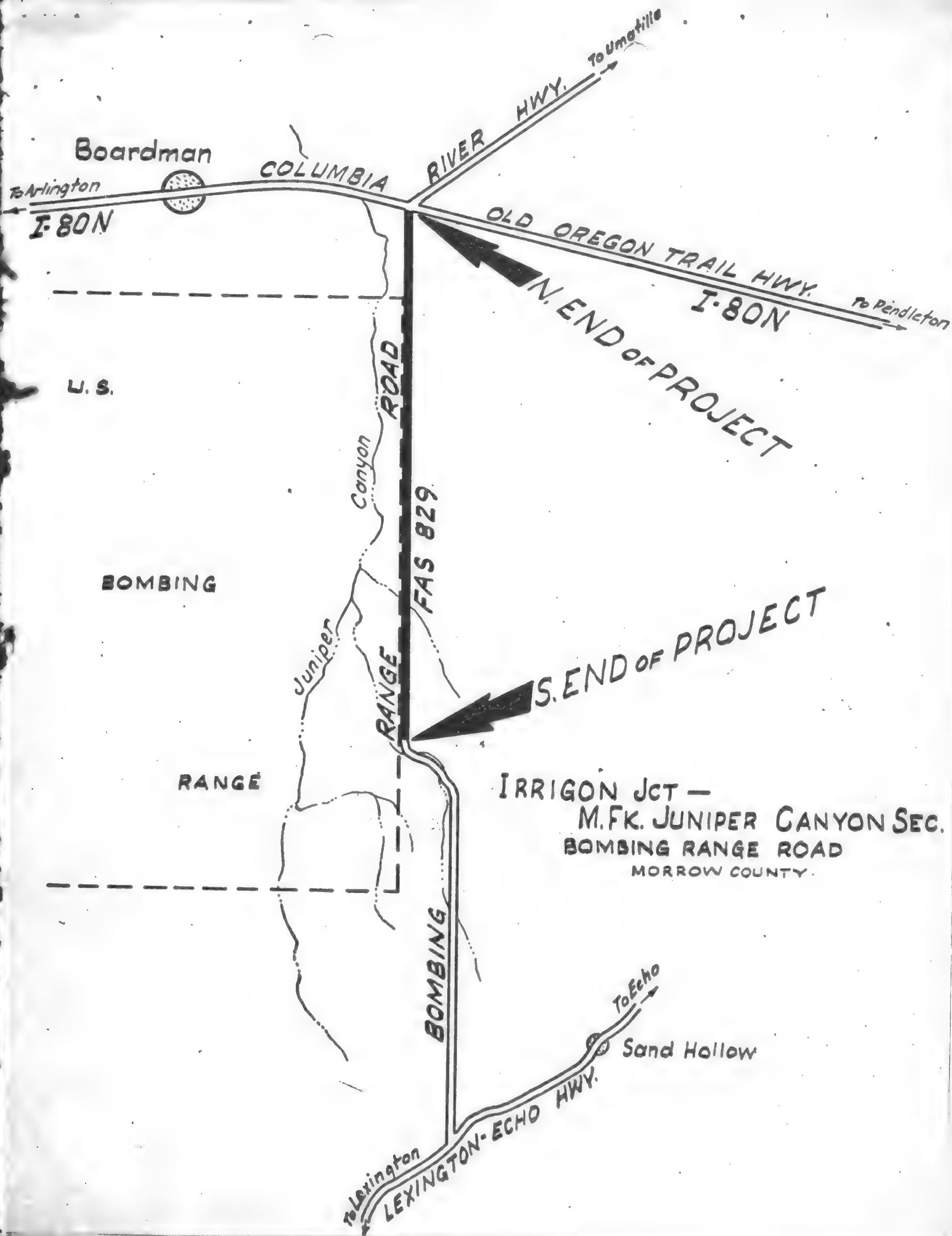
HEARING CERTIFICATION: August 27, 1971, by R. L. Porter

ENVIRONMENTAL STATEMENT: Negative Declaration, September 7, 1971, by F. B. Klaboe

REMARKS:

APPROVED: September 9 1971


Assistant State Highway Engineer



RECEIVED
AUG 30 1971

FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

August 27, 1971

To: Mr. R. L. Porter
State Highway Engineer

BUILDING

SUBJECT: Irrigon Jct.-Middle Fork Juniper Canyon
Bombing Range Road, FAS 829
Morrow County

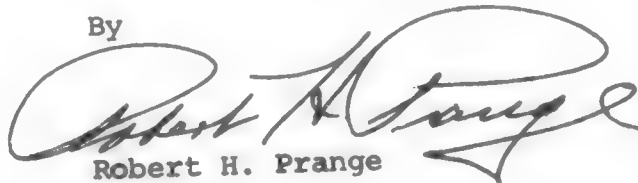
Attached for your signature are two copies of a hearing certification required by Section 128, Title 23 U.S.C.

We have on file Affidavits of Publication and letters from County stating that the opportunity for a public hearing was afforded the public relative to the proposed project and that no one requested a hearing.

If approved, will you please return a signed certification to this office for filing and further distribution.

H. S. Cox
County and City Engineer

By



Robert H. Prange
Rural Engineer

*ret. to Co City orig.
certif 8-27-71*

RHP:ljt
Att.

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
L. H. Young
F. L. Hall
R. N. Chase



MEMORANDUM TO THE FILE

Re: Irrigon Jct.-M. Fork Juniper Canyon Section
Bombing Range Road, FAS 829
Morrow County

I certify in behalf of the Oregon State Highway Division that the opportunity to request a location-design hearing was afforded the public relative to the proposed project on the Irrigon Jct.-M. Fork Juniper Canyon Section on Bombing Range Road, FAS 829, in Morrow County, and that no requests for a hearing were received.

I further certify that the Highway Division, with Morrow County, has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

By

R. L. Patten

Date

Apr. 27, 71
aug

RHP:ljt
8/24/71

August 27, 1971

GAZETTE-TIMES

Heppner, Oregon 97836

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in the north section of Morrow County, Oregon, relative to the proposed improvement of the Irrigon Jct.-Middle Fork Juniper Canyon Section of Bombing Range Road.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, September 2, 1971, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication for the date of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. H. S. Coulter, Regional Engineer, 963-3177, La Grande.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:ljt

Att: Notice

cc: Federal Highway Administration
Program and Planning, 2
Accounting Section: 525-1449-980
County and City Section
Public Information
H. S. Coulter, Regional Engineer

R. L. Porter
Tom Edwards
P. B. Klaboe
A. E. Johnson
E. S. Hunter
V. D. Wolfe
L. H. Young
F. L. Hall
R. M. Chase
B. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Morrow County Court, having received no requests for a public hearing and, after study of the engineering, environmental and socio-economic aspects, has requested the Oregon State Highway Division's location and design approval of the Irrigon Jct.-Middle Fork Juniper Canyon Section of Bombing Range Road in north Morrow County.

The proposal consists of drainage, grading, surfacing and paving a two-lane facility, two 12-foot travel lanes and 4-foot shoulders, beginning at the Irrigon Junction east of Boardman thence south 7.5 miles to the Middle Fork of Juniper Canyon.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

RHP:ljt
8/27/71

GAZETTE-TIMES, Happer

☒ ENGR.	☒ COOR.	☒ DE	☒ AE	☐ UE
☒ UPE	☒ CE	☒ RE	☒ RPE	☐

MEMO TO THE FILE
September 10, 1971

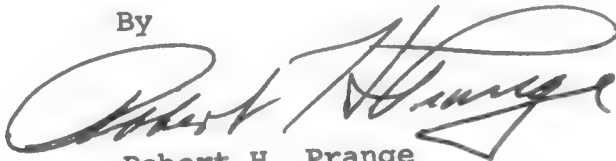
Irrigon Junction-Middle Fork Juniper Canyon Section
Bombing Range Road, FAS 829
Morrow County

Pursuant to ORS Chapter 376, Section 2, Subsection 3(a), the establishment of footpaths and bicycle trails does not apply to a county in any year in which the one percent of funds received from the State Highway Fund equals \$1,500 or less.

Since Morrow County falls within the above category it is exempt from the establishment of footpaths and bicycle trails; therefore, no such trails or footpaths will be established in connection with the subject project.

H. S. Cox
County and City Engineer

By



Robert H. Prange
Rural Engineer
County and City Section

RHP:lat

cc: F. B. Klaboe
L. H. Young
F. L. Hall
W. H. Tebeau
W. J. Hart

FORM E-30 (12-67)
SEP 7 - 1971

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 3, 1971

SE-406 (4)
7667

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT:

Irrigon Jct.-M. Fork Juniper
Canyon Section
Bombing Range Road, FAS 829
Morrow County

The subject environmental impact statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the social, economic and ecological aspects of the project.

If you agree as to the adequacy of this declaration, please indicate concurrence as the FHWA agent for secondary projects by signing each declaration in the space provided and returning same to this office for distribution.

*set d
Signed
9-7-71*

R. D. Asbury

R. D. Asbury
Assistant Program & Planning Engineer

Attach.

TG:dg

cc: V. D. Wolfe, w/encl.
F. L. Hall
W. H. Tebeau
B. L. Gifford



☐ ENGR. ☐ COOR. ☐ CE ☐ AS ☐ J
☐ UPE ☐ GE ☐ RE ☐ RPE ☐

August 31, 1971

Morrow County Court
Courthouse
Heppner, Oregon 97836

Attn: Hon. Paul W. Jones
Judge

Gentlemen:

Enclosed are two copies of an agreement in connection with the
Irrigon Junction-Middle Fork Juniper Canyon Section, Bombing Range
Road, FAS 829.

This agreement covers, among other things, state and county parti-
cipation in costs and provides for an advance deposit to be made by the
county after the low bid has been determined and prior to awarding of
contract. The low bid received plus 13½% for engineering and contingencies
will be the basis for the county's advance deposit.

If satisfactory, please sign, have the county clerk attest with
seal, and return both signed copies to this office. After certification
by the Highway Commission Secretary, a fully executed copy of the agree-
ment will be returned for the County's records.

It is presently planned to accept bids on this project at the
October 28, 1971 letting.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR
Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

Cop. to: - John Oaks
R.N. Chase
C.G. Swenson
H.S. Coulter Aug 5

S. 25-71

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 829, Bombing Range Road

Project Name
Irrigon Jct.-Middle Fork Juniper Canyon Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Seppner, Ore. Oregon,

this 25th day of Aug, 1971.

Morrow

County

Paul W. Jones
Judge

Walter H. Hayes
Commissioner

Homer W. Hughes
Commissioner

RECEIVED	
COUNTY & CITY SECTION	
AUG 6 1971	
☒ ENGR.	☒ CORR.
☒ UPE	☒ CE
☒ RE	☒ RPE
☒ UE	☐

(5/12/70)

August 24, 1971

Morrow County Court
Courthouse
Heppner, Oregon 97836

Attn: Hon. Paul W. Jones
Judge

Re: Irrigon Jct.-M. Fork Juniper Canyon Section
Bombing Range Road, FAS 829
Morrow County

Gentlemen:

Two copies of the right-of-way certificate for this project are enclosed. Would you please complete them and return one copy to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By


Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

RECEIVED
SEP 2 1971

FOR FILING

S-406(4)
7667

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

August 23, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

SUBJECT: Irrigon Jct.-M. Fork Juniper Canyon Sect.
Bombing Range Road, FAS 829
Morrow County

BUILDING

This negative declaration is preceding our location and design approval request for this FAS-C project.

LOCATION AND
DESCRIPTION
OF PROJECT

The proposed project is located on Bombing Range Road and begins at I-80N at the Irrigon Junction east of Boardman, then extends south approximately 7.5 miles to the Middle Fork Juniper Canyon.

The proposal consists of drainage, grading, base, surfacing, and paving a two-lane facility consisting of two 12-foot travel lanes with 4-foot paved shoulders. The construction will generally follow the alignment and grade of the existing roadway. Morrow County will acquire necessary rights-of-way and will be responsible for any utility adjustments.

PURPOSE
OF
PROJECT

The purpose of the project is to widen and upgrade the existing facility. The present roadway is narrow and, having a light bituminous surface, is inadequate to carry present and future traffic loads.

The proposed project is necessary because of the increased development of irrigated agricultural lands east of Bombing Range Road which emphasizes the need for the construction of a more substantial roadway to carry heavier and larger numbers of farm-to-market vehicles to processing and storage facilities.

DISCUSSION OF
ENVIRONMENTAL
IMPACTS

Bombing Range Road is an important north-south county arterial connecting the northern part of Morrow County with the central area. It serves as a principal mail, school bus, and farm-to-market route for the surrounding community. By the proposed reconstruction of the existing roadway to a higher standard, motorist safety and mobility will be significantly improved.

The area bordering the proposed project is not presently developed and there are no residences or buildings located on or near the right-of-way. No property will be seriously impaired and all existing access points will be restored in a like or better condition.

Mr. F. B. Klaboe

-2-

August 23, 1971

The completed project will materially benefit the area by providing a more suitable and substantial roadway to serve the transportation needs of the County. It will also provide an aesthetically pleasing roadway section.

Pedestrian paths or bicycle trails are not planned due to the isolated location, sparsity of population, and lack of need or intended use.

The opportunity for a public hearing was afforded by the Morrow County Court and no requests were received. The County Judge commented on the proposal at various public meetings and had only favorable response. Numerous questions by individuals were answered with no unfavorable reaction.

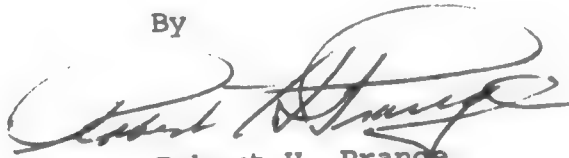
There are no recreation facilities or wild life nesting or feeding grounds which will be affected by the project.

Minor inconvenience to the road users will occur during construction; however, adequate signing for the temporary protection and direction of traffic will be provided. It is also planned to contract the project in late fall when travel is relatively light.

**BASIS FOR
NEGATIVE
DECLARATION** The project is an important and desirable element in the development of the County's transportation system. The benefits of the finished project to the road system and to the surrounding community will outweigh any inconveniences to the road users. Detrimental effects, if any, to the local environment will be negligible; therefore, approval of this negative declaration is justified.

H. S. Cox
County and City Engineer

By



Robert H. Prange
Rural Engineer

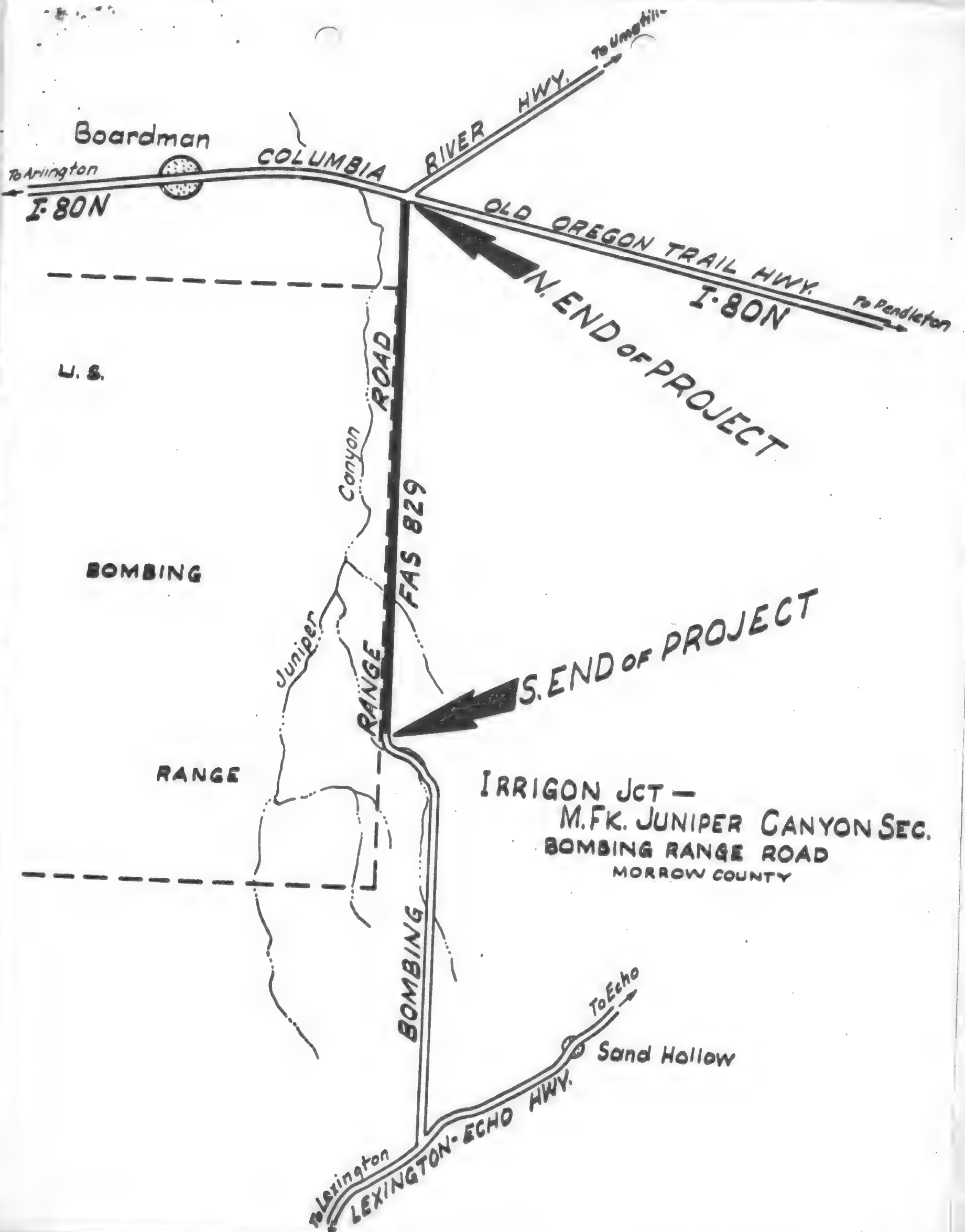
RHP:ljt

Endorsement of Oregon State Highway Division

Concur 
Asst. State Highway Engineer

Date

9/7/71



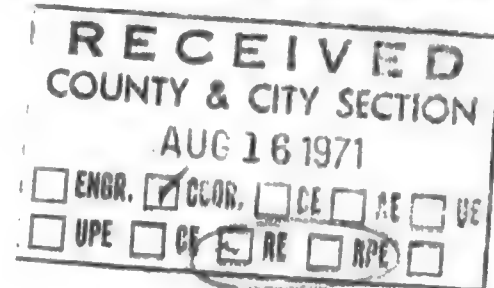


MORROW COUNTY COURT

Heppner, Oregon 97836

August 12, 1971

PAUL W. JONES, Judge
Heppner, Oregon
WALTER HAYES, Commissioner
Boardman, Oregon
HOMER W. HUGHES, Commissioner
Lexington, Oregon



Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Irrigon Junction-Middle Fork
Juniper Canyon Section of FAS 829
(Bombing Range Road)

Dear Sir:

This negative declaration is to be a part of our request for improvement of the road named above.

Location and Description of Project

The section for which we are requesting assistance is that part of the Bombing Range Road from its intersection with 730 & 80N at the Irrigon-Boardman interchange to a point approximately 10 miles due south near Juniper Canyon. The present road is a narrow "crowned" 2-lane road with abrupt shoulder drop offs. It is the most direct route from Highway 80N and 730 to South Morrow County, including the towns of Heppner, Lexington, and Ione. Presently, the traffic count will show an average of about 250 vehicles per day.

The area bordering this road is not presently developed on either the east or west side of the road. There are no residences or buildings located on or near the right-of-way. The Navy bombing range, which extends for approximately eight miles on the west side, has limited access to navy vehicles.

On the west side of the right-of-way, Bonneville Power Administration is preparing to place a new high voltage power line.

The improvement to be made includes widening the existing road to include two twelve-foot travel lanes with a four-foot parking lane on each shoulder. A center line and fog lines on each edge of the travel lane is also a part of the plan. No new right-of-way will be required.

Mr. H. S. Cox

-2-

Aug. 12, 1971

Purpose of Project

This project is necessary due to the greatly expanded use of this road, partly because of extensive agricultural development in the area as a result of numerous new irrigation wells. This has led to far heavier use of the road by agricultural workers and others employed in packing sheds. It will provide a much safer road between 80N and Highway 207 since it is the most direct route south.

Discussion of Environmental Impacts

The most noticeable impact on the area will be increased mobility and safety to the highway users. It will also give increased access to a rapidly developing area. No property will be destroyed and improved access to existing roads will be improved. The appearance of the road will be upgraded by the project.

Local drainage is no problem in this light sandy desert soil. Excessive runoff has never occurred in this desert area even in the winter flood of 1964-65.

Local utility systems in this area are confined to overhead power lines and at present there are none located on the existing right-of-way.

The opportunity for a public hearing was offered on this project proposal but there were no requests.

Basis for Negative Declaration

This project, although 10 miles in length, is neither extensive nor involved in nature. The area to be traversed is flat desert terrain with some slightly rolling mounds. There are no canyons to cross or deep fills or cuts to be made. It will definitely add to the continuing development of this area by providing a safe, fast and convenient route between the south and north ends of Morrow County.

The benefits as stated above will outweigh any loss of roadside growth. It will definitely improve the esthetic quality of the roadside area since more attractive roadside plantings can be made.

These statements are concurred in by our County Court and our Roadmaster and is justification for requesting approval of this negative declaration.

Sincerely,

Paul W. Jones

Paul W. Jones, Judge
MORROW COUNTY COURT

PWJ:ag



MORROW COUNTY COURT

Heppner, Oregon 97836

August 11, 1971

PAUL W. JONES, Judge
Heppner, Oregon
WALTER HAYES, Commissioner
Boardman, Oregon
HOMER W. HUGHES, Commissioner
Lexington, Oregon

Oregon State Highway Dept.
State Highway Building
Salem, Oregon 97301

Att: Mr. Si Cox
Mr. Robert H. Prange

Dear Sir:

The deadline date for requests by the public for a hearing on the Irrigon Junction, Middle Fork Juniper Canyon Section of F.A.S. 829 has now passed. May I call your attention to the present status:

1. Since no requests were received, Morrow County did not hold any public hearing.
2. I commented on this project at various times in public meetings, and have had only favorable response. I have also answered numerous questions by individuals with no unfavorable reaction.
3. Morrow County has considered the effects of this widening project from the social, environmental and economical viewpoint. We have also considered the effect on the overall land use planning for the area.

It fits into the long range road planning of the County, since this is sure to be the major arterial in Morrow County.

Sincerely,

Paul W. Jones
Paul W. Jones, Judge
MORROW COUNTY COURT

PWJ:ag

RECEIVED							
COUNTY & CITY SECTION							
AUG 16 1971							
☐ ENGR.	☒ COOR.	☐ OE	☐ AE	☐ UE			
☐ UPE	☐ CE	☒ RE	☐ RPE	☐			

MORROW COUNTY COURT



Heppner, Oregon 97836

August 9, 1971

PAUL W. JONES, Judge
Heppner, Oregon
WALTER HAYES, Commissioner
Boardman, Oregon
HOMER W. HUGHES, Commissioner
Lexington, Oregon

Oregon State Highway Dept.
State Highway Building
Salem, Oregon 97310

Att: Bob Prang

Dear Sir:

Pursuant to our conversation of Thursday, August 5, regarding the Bombing Range Road, I am sending you a copy of the ad we placed.

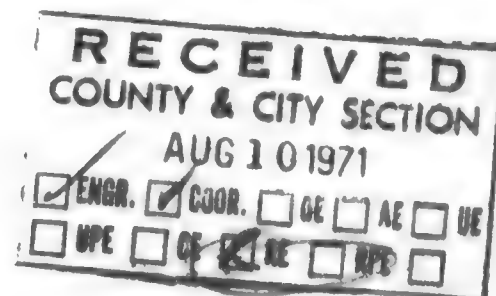
The deadline date was August 5. We have received no inquiries, protests or comments of any kind, relative to the road.

I trust we will be hearing from you in the near future.

Sincerely,

Paul W. Jones
Paul W. Jones, Judge
Morrow County Court

PWJ:ag
Encl. "Affidavit of Publication"



AFFIDAVIT OF PUBLICATION

STATE OF OREGON }
County of Morrow } ss:

I, Charles E Heard
being first duly sworn, depose and say that I
am the Publisher of the **HEPP-
NER GAZETTE-TIMES**, a newspaper of gen-
eral circulation, as defined by O.R.S. 193.010
and 193.020; printed and published at Heppner,
Oregon: that the Road Hearing Notice

a printed copy of which is hereto annexed, was
published in the entire issue of said newspaper
for two successive and consecutive
weeks in the following issues: July 15, 1971
and July 22, 1971

Charles E Heard

Subscribed and sworn to before me this

4 day of August, 1971

Milton Ray Ryan

Notary Public for Oregon

My Commission Expires: 3-22-75

(SEAL)

Public Notice

ROAD HEARING NOTICE

Notice is hereby given that Morrow County has proposed plans for future right-of-way acquisition and construction of the Irrigon Junction-Middleton Section Canyon Section of Highway 101, located near City of Heppner, Morrow County, Oregon.

The proposal consists of grading, draining, surfacing and paving Bomber Range road from the Irrigon Junction south approximately 10 miles.

This notice is given in compliance with federal regulations and state statutes pertaining to this type of proposal whereby it is required that public notice be given to enable interested persons to request a hearing on the proposal.

Any interested citizen may request that a public hearing be held covering the social, economic, and environmental effects of the proposed location and design for this highway project by delivering a written request to the Morrow County Court on or before Aug. 3, 1971.

In the event such a request is received, a public hearing will be scheduled and adequate notice will be publicized regarding the date and location of the hearing.

Deadline date: Three weeks after first publication and two weeks after second publication date.

22-20c

RECEIVED
COUNTY & CITY SECTION
AUG 10 1971

☐ ENGR. ☐ CORR. ☐ GE ☐ RE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

RHP:ljt

☒ ENGR.	☒ COOR.	☐ DE	☒ RE	☒ UE
☐ UPE	☒ GE	☒ RE	☒ RPE	☐

July 1, 1971

Hon. Paul W. Jones
Morrow County Judge
Courthouse
Heppner, Oregon 97836

Dear Judge Jones:

In addition to the hearing materials which SI Cox left with you, I am sending some hearing maps covering the Irrigon Junction-S. Fork Juniper Canyon Section of FAS 829 in Morrow County. You may want to send a copy of the map to the newspaper with your hearing notice.

The suggested publication draft which SI gave you was only for the purpose of notifying the people in the area that a hearing would be held if one is requested. If as a result of the published notice a hearing is requested, please notify us at once and the materials for advertising and holding a public hearing will be sent to you.

If no requests for a hearing are received by the deadline date, please send us the following:

1. Copy of the affidavit of the hearing notice publication and newspaper articles.
2. A statement that, since the County received no requests, a public hearing was not held.
3. A statement of whether or not any informal hearings or informational meetings were held pertaining to the project.
4. A statement that the County has considered the social, environmental and economical effects of the location and design of the project, and that the County finds that the project is compatible to land use and to the planned arterial system. If possible, please send copies of any Planning Studies, Traffic Surveys, or Recreation Studies made with reference to land use and arterial systems in the area.
5. A Negative Environmental Declaration for the project stating that the project will have no adverse effect on the surrounding environment. You will find attached a sample Negative Declaration. Your statement should concentrate on Paragraphs

Hon. Paul W. Jones, Judge

-2-

July 1, 1971

2, 3, and 4. If the project has no adverse effects on the environment, please state "how" and "why." Also state what measures can or will be taken to reduce any adverse effects, and what aspects of the project will benefit the environment. You should also attach any letters or statements relative to environmental effects or benefits from public or quasi public officials, planning commissions, special-interest clubs or groups, service districts, local State and Federal agencies, etc.

If you wish further instructions or information on any of the above, please call or write.

Very truly yours,

H. S. Cox
County and City Engineer

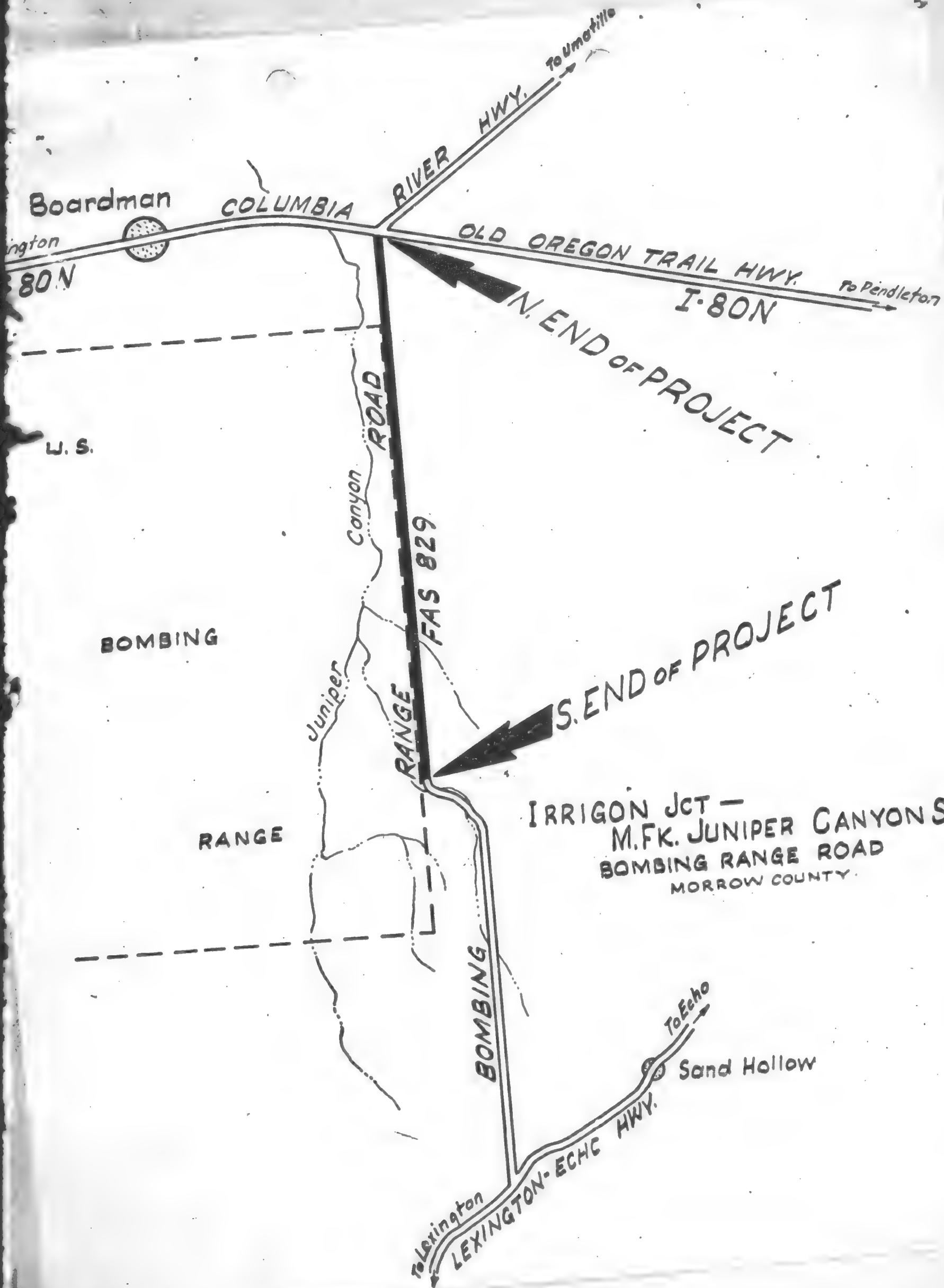
By



Robert H. Prange
Rural Engineer

RHP:ljt

Encl.



RECEIVED
JUN 3 - 1971

FOR FILING

S-406(4)
7667

June 2, 1971

Mr. Charles E. Heard, Co-owner
The Heppner Gazette-Times
P. O. Box 337
Heppner, Oregon 97836

Dear Mr. Heard:

In reply to your letter of May 29 concerning the Boardman Bombing Range Road, the following information is furnished.

It is planned to widen the road. Your estimate of the allocation available is substantially correct, and plans are to go as far as the funds will carry us.

The project is tentatively to be placed on the September 30, 1971, bid letting list, as we are desirous of getting the job underway late this fall to take advantage of the winter months. There is a possibility, however, this date may be delayed, as it may be necessary to offer a public hearing on this stretch. Plans are to let the project in September, or as soon as possible after the September 30 date.

No changes are planned in the interchange.

I hope this answers your questions concerning the project.

Sincerely,

R. L. Porter
State Highway Engineer

By

John J. Barley
Public Information Officer

JJB:me

cc F. B. Klaboe
Victor D. Wolfe
H. S. Cox

The Heppner Gazette-Times

Printing and Publishing
P. O. Box 287
Heppner, Oregon

"Morrow County's Newspaper Since 1883"

Phone 676-9228

WESLEY A. SHERMAN, Editor and Publisher

HELEN E. SHERMAN, Associate Publisher

May 29, 1971

Gentlemen:

Morrow County Judge Paul Jones early this spring said he had verbal assurances that the Boardman Bombing Range road would be widened and straightened. My understanding is that in connection with this project there would be a change in the interchange from the Freeway just west of Boardman, too. Also, if my memory is correct, the project would go as far as the \$600,000 allocation would reach.

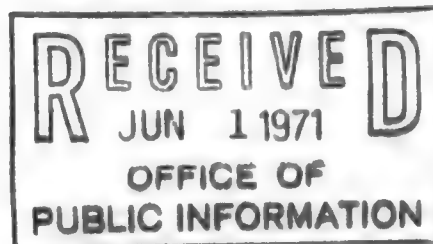
Would you folks please let me know what the status of the project is, and perhaps about when would the project construction be started?

Thank you. I appreciate your taking time to help us out on this. Quite a few people have queried me recently.

Sincerely,

On Schedule for Sept 30, '71

Charles E. Heard
Charles E. Heard
co-owner



NOTED
JOHN J. EARLEY

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 1

S-406(4)
7667

Section: Irrigon Jct.-Middle Fork Juniper Canyon
Highway: F.A.S. 829
County: Morrow
Prefix: 525-1449-910

Res. Engr. _____
Approx. Length 10 miles
Sta. Irrigon Jct. to xx 1 mi. N. of Juniper Canyon
Date 5-7-71

Mean Truck A.D.T. 58
Traffic Coefficient 6.8
18 kip. s. a. per day 11.8

Annual Precipitation 12"±
Frost Penetration 24"±
CBE Total Requirement 16.0"

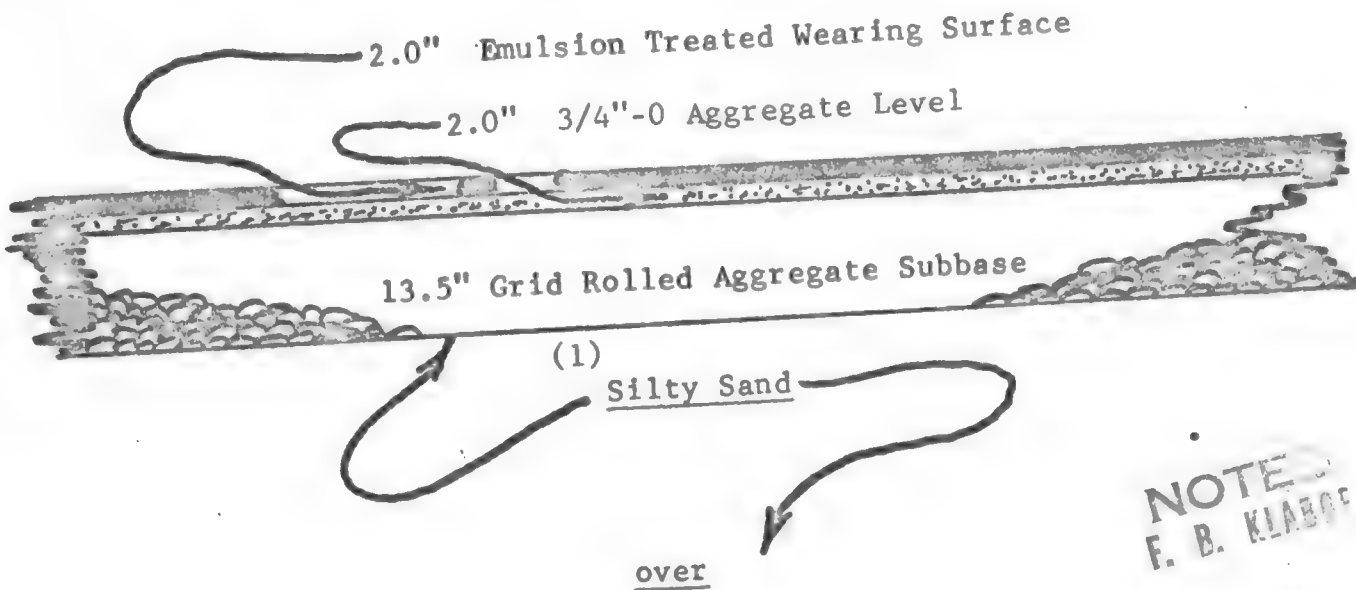
- (1) Typical Soil
20 LL
0 PI
100 %P 10
52 %P 200
0 % Gravel
4 % C Sand
44 % F Sand
48 % Silt
4 % Clay
40 R Value
A-4 AASHO Classif.

Materials Source:
See remarks on Page 2.

Credit	Actual Thick.	Component
3.0	2.0	Emulsion Treated Wearing Surface
2.0	2.0	Aggregate Level
11.0	13.5	Grid Rolled Aggregate Subbase
16.0	17.5	

STRUCTURAL SECTION

NEW WORK



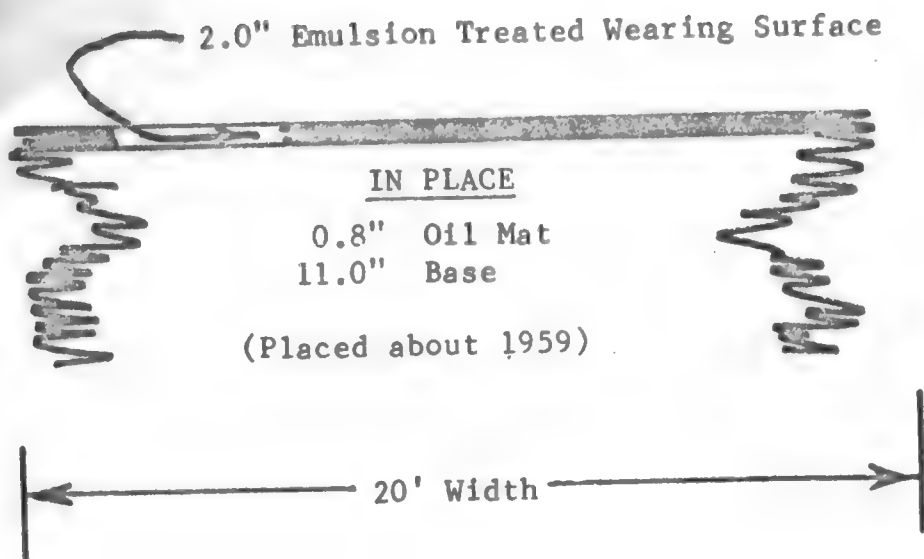
NOTE
F. B. KLABOE

F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

Submitted by E. J. Perry
Base Design Engineer
Recommended by [Signature]
Engineer of Materials and Research
Recommended by [Signature]
Program and Planning Engineer
Approved by [Signature]
Asst. State Highway Engineer

STRUCTURAL SECTION

EXISTING ROADWAY



Credit	Actual Thick.	Component
	2.0"	Emulsion Treated Wearing Surface
	<u>IN PLACE</u>	
	0.8"	0-9 Oil Mat
	11.0"	Base

STRUCTURAL SECTION

<i>Credit</i>	<i>Actual Thick.</i>	<i>Component</i>

SECTION: Irrigon Jct.-Middle Fork Juniper Canyon

HIGHWAY: F.A.S. 829

COUNTY: Morrow

"OTHER ROADS"

<i>Traffic Coefficient</i>	<i>A.C. Wearing Surface</i>	<i>Aggregate Base</i>	<i>Aggregate Base</i>	<i>"CBE" Total Requirement</i>	<i>Actual Thickness</i>
--------------------------------	-------------------------------------	---------------------------	---------------------------	--	-----------------------------

NONE

Remarks:

A prospective gravel source is available adjacent to the road about one-half mile south of the southerly end of the project in Section 7, T. 2 N., R 26 E.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete	= 2.0 "	Aggregate Base
1.0" Plant Mix Bituminous Base	= 1.8 "	Aggregate Base
1.0" Cement Treated Base	= 1.8 "	Aggregate Base
1.0" Oil Mat	= 1.1 "	Aggregate Base
1.0" Aggregate Subbase	= 0.8 "	Aggregate Base
1.0" Lime Treated Subgrade	= --- "	Aggregate Base
1.0" Emulsion Treated W.S.	= 1.5 "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Irrigon Jct.-M. Fk. Juniper Canyon

HIGHWAY: F.A.S. 829

COUNTY: Morrow

110 Present ADT (1971)

40 Percent Trucks

<u>AXLES</u>	<u>TWO WAY TRUCK ADT</u>	<u>EXPANSION FACTOR</u>	<u>TOTAL TADT</u>	<u>MEAN TADT</u>	<u>ONE WAY EWL</u>	<u>AVERAGE ANNUAL EWL</u>
2	<u>30</u>	<u>1.5</u>	<u>45</u>	<u>38</u>	<u>450</u>	<u>17,100</u>
3	<u>10</u>	<u>1.5</u>	<u>15</u>	<u>13</u>	<u>1000</u>	<u>13,000</u>
4	<u>0</u>	<u>---</u>	<u>--</u>	<u>--</u>	<u>1250</u>	<u>- - -</u>
5	<u>5</u>	<u>1.5</u>	<u>8</u>	<u>7</u>	<u>3180</u>	<u>22,260</u>
6	<u>0</u>	<u>---</u>	<u>--</u>	<u>--</u>	<u>2570</u>	<u>- - -</u>
				<u>58</u>	<u>TOTAL</u>	

TOTAL AVERAGE ANNUAL DESIGN EWL 52,360

TWENTY YEAR EWL 1,047,200

TRAFFIC COEFFICIENT 6.8

SECTION: Irrigon Jct.-M. Fk. Juniper Canyon

HIGHWAY: F.A.S. 829

COUNTY: Morrow

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair Poor
Remarks:
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Not Applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: Ease of maintenance and possible future widening
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers Emulsion
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

Traffic does not warrant the use of C.R.P.C.C.

APR 26 1971

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 22, 1971

Irrigon Junction Interchange

I-80N - Middle Fork Juniper Canyon Section

FAS 829, Morrow County

SUBJECT:

To:

Mr. H. S. Coulter
Region Engineer
Post Office Box 850
LaGrande, Oregon

A possible revision in the Bomber Range Road connection to the Irrigon Junction Interchange was sent in with the survey data for subject section. This entailed moving the existing connection approximately 450 feet westerly along the ramp and would connect approximately opposite the loop ramp for eastbound traffic. This has been reviewed and this is to advise you that this change will not be made. While this might improve the operation in some respects there are potential problems which could outweigh the improvements.

Since there is no apparent problem at this time and since this is a non-standard interchange by present standards, no attempt will be made to develop justification for the suggested revision.

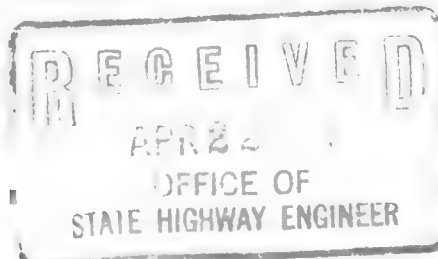
Some grading or flattening of the slopes to improve sight distance at the present connection and in the interchange may be appropriate as a part of the proposed contract. This should be reviewed on the ground and a recommendation made as to whether anything could be accomplished in this manner.

Frank L. Hall
Design Engineer

By ORIGINAL SIGNED BY
A. D. OLSON

A. D. Olson
Preliminary Design Engineer

ADO:jp
cc: F. B. Klaboe
F. E. Terpin



APR 26 1971

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 22, 1971

Irrigon Junction Interchange

I-80N - Middle Fork Juniper Canyon Section

FAS 829, Morrow County

SUBJECT:

To:

Mr. H. S. Coulter
Region Engineer
Post Office Box 850
LaGrande, Oregon

A possible revision in the Bomber Range Road connection to the Irrigon Junction Interchange was sent in with the survey data for subject section. This entailed moving the existing connection approximately 450 feet westerly along the ramp and would connect approximately opposite the loop ramp for eastbound traffic. This has been reviewed and this is to advise you that this change will not be made. While this might improve the operation in some respects there are potential problems which could outweigh the improvements.

Since there is no apparent problem at this time and since this is a non-standard interchange by present standards, no attempt will be made to develop justification for the suggested revision.

Some grading or flattening of the slopes to improve sight distance at the present connection and in the interchange may be appropriate as a part of the proposed contract. This should be reviewed on the ground and a recommendation made as to whether anything could be accomplished in this manner.

Frank L. Hall
Design Engineer

By ORIGINAL SIGNED BY
A. D. OLSON

A. D. Olson
Preliminary Design Engineer

ADO:jp

cc: F. B. Klaboe
F. E. Terpin





OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED	DE	ADE	ADE	DOE
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JAN 18 1971

Hermiston
January 6, 1971

REC'D DIV. OFFICE
LA GRANDE

To:

Mr H.S Coulter
Regional Engineer
LaGrande

SUBJECT: I 80 N - North Fk Juniper Canyon Sec
Bomber Range Road, FAS 829
Morrow County
Prefix 525-1449
Narrative Report of Survey

This survey begins at a point approximately 800 feet Southerly from the intersection of the Bomber Range road and Highway 730 at the Irrigon Junction Interchange and proceeds Southerly along the existing Bomber Range Road approximately ten miles. No change in vertical and horizontal alignment has been made.

The survey has been made to prepare plans, specifications and estimates of cost for the re-construction of the existing facility to provide a ~~improved~~ improved highway with a surfaced width of 32 feet (two 12' travel lanes flanked by 4' shoulders). Work involved in the re-construction includes grading, surfacing, paving and incidental work necessary for a completed project.

No official Base design has been received at this office, the Base design used is as follows; 10" Coarse Base, 2" fine base or Leveling material, MC-250 Prime, 3" Emulsified Asphalt Concrete with RS-3K seal.

After study of the survey section it appeared more economical to provide the additional needed width on one side of the existing roadway only. By so doing, a more workable area for grading, surfacing would be provided, Protection and direction of traffic would be easier. Both of which should reflect in lower costs

The Easterly side of the existing Highway was selected to perform the widening upon, for there appears to be very little difference in grading quantities from those on the Westerly side. However, the vegetation on the Westerly side of the roadway (direction of the prevailing winds) would not be disturbed, thereby curtailing erosion of the sandy soil prevalent in this area. Too, sand blow across the roadway would be lessened.

The earthwork quantities have been computed by the average end area method, due to light earthwork, type of soil and weather conditions a considerable loss of material is anticipated, therefore a factor of 50% swell on embankment quantities has been used.

A surplus of excavated materials approximating 2000 cubic yards exists in the entire section, to utilize the excavated materials would result in considerable hauling, therefore, it is suggested that specifications for grading work be so written that the contractor may have the option of either making the haul necessary to distribute the excavated material or wasting surplus excavated material and borrowing as needed to complete embankments.

Pay item Excavation, no additional payment for haul, wasting or Borrow.

A mass diagram has been made to illustrate the two methods no haul has been computed.

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

SUBJECT:

To:

Presently there are no drainage structures throughout the section precipitation is disapated in the sandy soil and by evaporation. Future irrigation of the adjacent areas may require drainage structures. which, I believe ,may be more accurately determined as to size and location when the need becomes apparent, Therefore no drainage structures have been added

There are no railroads ,Highways ,water ways, parks ,schools, etc along the the Section, in fact there is a large supply of nothing. The Navy Bombing Range lies adjacent and Westerly along the major portion of the section The Bonneville Power Administration has a survey parallel to and within the Right of Way, near the Westerly Right of Way fence throughout the section. probably a power line survey.

Unit prices used have been obtained from cost Analyst Ballinger.

L.C. Johnson

Resident Engineer

RECEIVED
JAN 7 - 1971
FOR FILING

VA-121 (12-47)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO :	Mr. R. H. Porter, State Highway Engineer Salem, Oregon
FROM :	R. E. Simpson, Division Engineer Salem, Oregon

DATE: January 4, 1971

In reply refer to: 08-35-DA

SUBJECT: Oregon I-80N-5(-)
Boardman-Stanfield Section
Highway 730 Interchange

Mr. Klaboe's October 26 letter requests revision of the existing interchange to a diamond pattern financed as a major safety improvement project.

The 5 1/2 year accident experience record at this existing interchange will not support the reconstruction of the existing interchange. Also the diamond pattern would introduce a penalizing stop for the significant major traffic movement to benefit a minor local movement. It is debatable whether the diamond pattern would increase or decrease accidents.

A logical alternative to handle the local agricultural traffic would be a separation structure just to the west of the Highway 730 Interchange. If substantial agricultural developments occur which would generate significant movements from south of the Interstate to the Boardman Industrial Area, a separation structure would not only eliminate conflicts within the Interchange area but could provide more direct and economical service for the local movements. This structure and approaches would not be eligible for FAI financing but could be eligible for Secondary funds.



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 27 1970

FI - 11111111

5-406(4)

7667

October 26, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Highway 730 Interchange, Boardman-Stanfield
Section, Old Oregon Trail Highway, Morrow
County

Attached is the following data covering accident
analysis for the Highway 730 Interchange necessary to qual-
ify for safety corrective work:

3 copies of a Collision Diagram and Sketch

3 copies of Highway Safety Improvement Project
"Before" Data, PPH 21-16

The above should cover Items 1 and 2 of Major
Corrective Work. No alternate plans were attempted since
we feel the diamond is the logical solution.

Also attached are three prints of a revised pre-
liminary layout sheet. You will note on the northerly side
we have revised the north-to-west move. The existing con-
nection is too tight for trucks to negotiate.

It is hoped this data will be sufficient to gain
your approval of the attached plan.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineers

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
Frank L. Hall
H. S. Coulter

DNS:jp srb

Atts.

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1970

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

SUBJECT: Highway 730 Interchange
Boardman-Stanfield Section
Old Oregon Trail Highway
Morrow County

Your August 11 letter requested a plan and cost estimate for converting the existing Highway 730 Interchange to a diamond. Enclosed is a standard sheet depicting such a plan and we have estimated it to cost \$160,000 including right of way.

Also enclosed is an accident sheet and diagram plus Bud George's letter concerning it. It appears there is little accident history with the present interchange and a diamond would do little to correct this.

With the traffic moves that exist, it is felt the present interchange is the desired configuration.



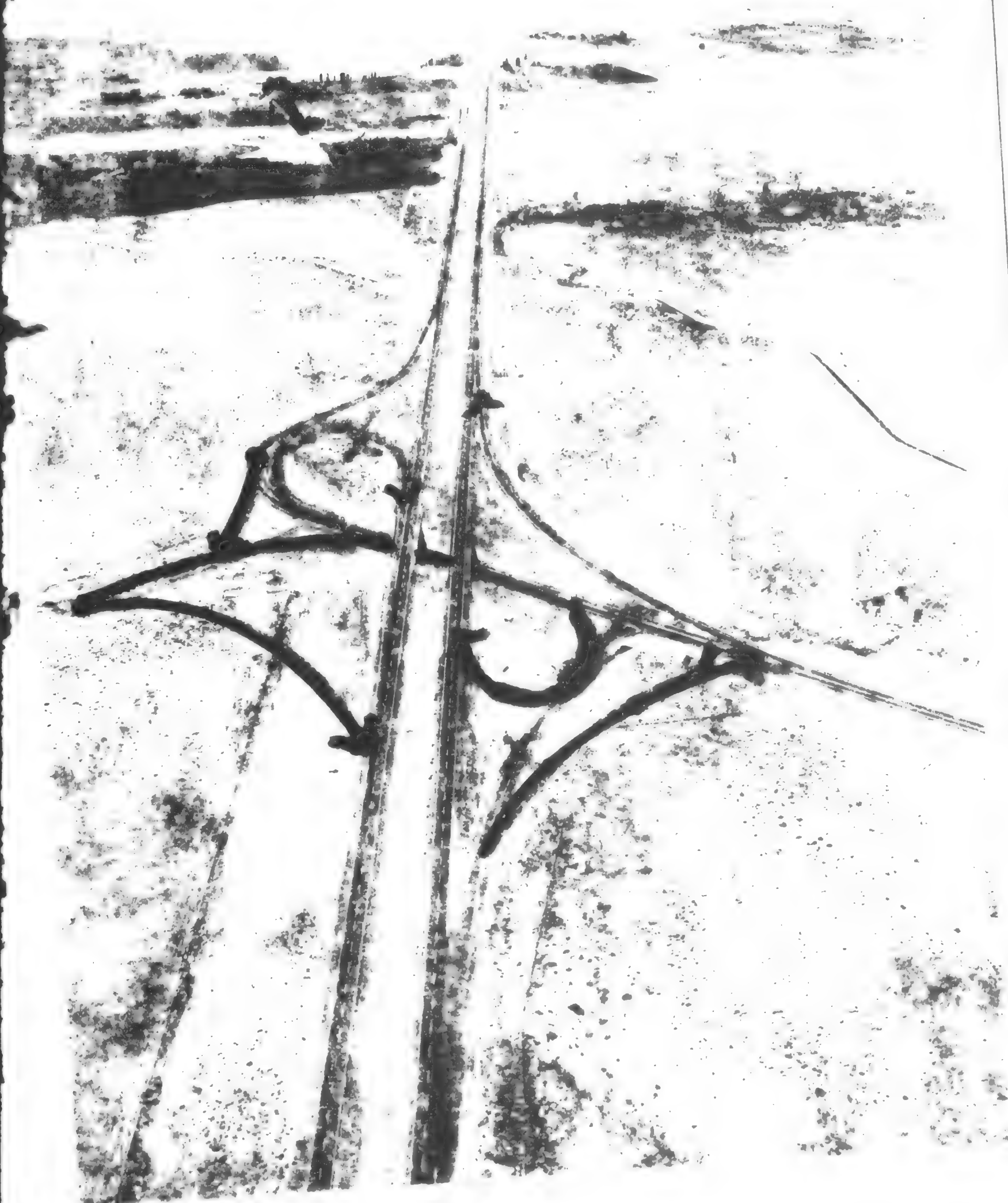
Frank L. Hall
Design Engineer

DNS:jp
Enclos.

cc: L. E. George
H. S. Coulter



BODMAN JUNCTION INTERCHANGE PROP. LS



- New Construction

1A. STATE NAME	10 STATE CODE	10 APPROPRIATION CODE
	2 3 4	6

--	--	--

1D PROJECT NUMBER	PREFIX LETTERS	NUMBER
	7	13

--	--	--

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

HIGHWAY SAFETY IMPROVEMENT PROJECT
"BEFORE" DATA
PPM 21-16

(ATTACH TO PR-1. SEE INSTRUCTIONS ON REVERSE SIDE.)

2. RELATED FEDERAL-AID PROJECTS

CARD NO.	APPROPRIATION CODE	PROJECT NUMBER		CARD NO.	APPROPRIATION CODE	PROJECT NUMBER	
		PREFIX LETTER(S)	NUMBER			PREFIX LETTER(S)	NUMBER
X	20 22		23 29	X	30 32		33 39
X	40 42		43 49	X	50 52		53 59

3. HAZARDS IDENTIFIED (Additional space on reverse may be used for continuation.)

This interchange is of a type that the typical motorist does not expect in a rural area, thus, subjecting him to a greater than normal hazard. The eastbound US30 off-ramp traverses under I-80N and, therefore, is hidden from the views of eastbound drivers on I-80N for a portion of its length.

4. IMPROVEMENTS TO REDUCE HAZARDS (Additional space on reverse may be used for continuation.)

It is proposed to change this interchange to a diamond interchange which presents motor vehicle operators with an interchange of a type they are more familiar with and as a result gives them a more routine and hence safer traffic flow.

5. EXPECTED EFFECTS—BOTH FAVORABLE AND UNFAVORABLE (Additional space on reverse may be used for continuation.)

Increased the left-turn accident at the

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of _____ County Morrow
Intersection of Irrigon Jct. and Interchge.
Highway Number 2 (I-80N) and 6 (I-80N) M.P. 166.12 to 166.78
Period Covered 1-1-65 to 5-31-70
Compiled by BC Drawn by _____ Date 8-11-70

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe

- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Collision Type	1965-1966				1967-1968				1969				5 Mths. 1970				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																			1	1
Rear-end			1	1									1	1					3	3
Sideswipe			2	2																
Turning Movement													1	1				1	2	3
Parking		1		1			1	1												
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.												0		2	2			1	6	7
TOTAL		1	3	4			1	1				0		2	2			1	6	7

RECEIVED
OCT 8 - 1970

FOR FILING

S-406 (4)
7667

Salem, Oregon 97310
October 8, 1970

Bombing Range Road
Interchange on I-80N

Mr. Frank Hall
Design Engineer
BUILDING

I am returning the information you provided me on changing the design of this interchange to a diamond configuration.

Please request the Federal Highway Administration to participate in the reconstruction of this interchange in order to bring it up to current standards and to provide the highest measure of safety.

The County also requested that we look into the possibility of improving the connection in the northwest quadrant of this interchange that is shown outlined in red on the enclosed map. Something to alleviate this problem should also be included in the package.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Encs.

cc: L. H. Young

RECEIVED
OCT 5 - 1970

FOR FILING

COMMENTS AND RECOMMENDATIONS
OF THE

DISTRICT 12 COUNCIL OF GOVERNMENTS
UMATILLA COUNTY COURTHOUSE
PENDLETON, OREGON 97801

REFERRED TO

[Signature]
BY SECRETARY

DATE: SEPTEMBER 29, 1970

TO: OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING
SALEM, OREGON 97310

Haboe
Young
10-2-70

THE FOLLOWING APPLICATION HAS BEEN REVIEWED BY THE DISTRICT 12 COUNCIL OF GOVERNMENTS:

APPLICANT AGENCY: OREGON STATE HIGHWAY DIVISION

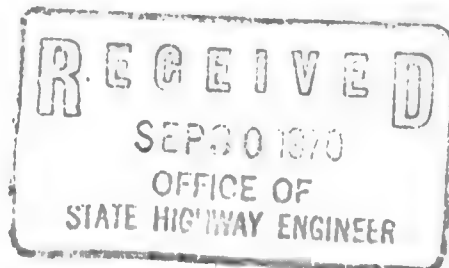
ADDRESS: HIGHWAY BUILDING, SALEM, OREGON

GEOGRAPHIC LOCATION OF PROJECT: MORROW COUNTY, OREGON. BOMBING RANGE ROAD
FROM I-80N TO MIDDLE FORK JUNIPER CANYON.

COMMON PROGRAM NAME: FEDERAL AID SECONDARY (COUNTY)

PROJECT DESCRIPTION: PRELIMINARY ENGINEERING, RIGHT-OF-WAY ACQUISITION, GRADING,
PAVING, AND INCIDENTAL WORK.

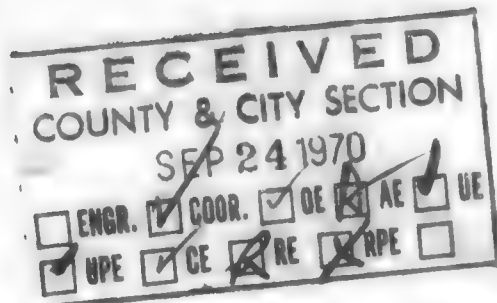
COMMENTS AND RECOMMENDATIONS: THIS PROJECT IS ENDORSED BY THE COUNCIL OF
GOVERNMENTS.



F. P. [illegible]

[Signature]
AUTHORIZED REPRESENTATIVE
SECRETARY

NOTED
TOM EDWARDS



September 23, 1970

Hon. Paul W. Jones
Morrow County Judge
Courthouse
Heppner, Oregon 97836

Dear Judge Jones:

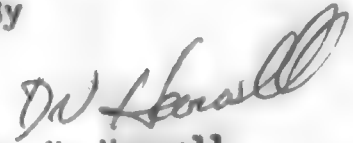
Reference is made to your telephone call this date re the pending FAS project known as I-80N--Middle Fork Juniper Canyon (Bombing Range Road), FAS 829.

This project was approved by the Highway Commission on August 18, 1970, and we are returning herewith a copy of your Request form pertaining to this proposal.

Very truly yours,

H. S. Cox
County and City Engineer

By


D. N. Harwell
Coordinating Engineer

DNH:nm

Encl.

cc: H. S. Coulter



RECEIVED
SEP 20 1970

FOR FILE

EXECUTIVE DEPARTMENT

5-406(4)
1667
CAPITOL BUILDING

Colward

SALEM, OREGON 97310

September 15, 1970

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

Mr. R. L. Porter
State Highway Engineer
Department of Transportation
129 Highway Building
Salem, Oregon 97310

JUNIPER FLAT SECTION
O.L.&W. CANAL (POWERLINE) BRIDGE
I-80N-MIDDLE FORK JUNIPER CANYON

Your Notices of Intent have been referred to the appropriate state agencies for review. All have expressed approval of the proposals.

We are pleased to add our approval.

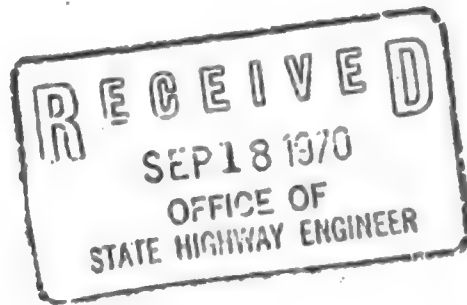
A copy of this letter should accompany your application to the Federal agency. Comments of the appropriate local reviewing agency should also be included.

Ed

E. G. Westerdahl, II

9-21-70

Long



SEP 15 1970

PREFIX NO. 525-1449

5-406(4)
1667

LOCATION PROSPECTUS
I-80N - MIDDLE FORK JUNIPER CANYON SECTION
BOMBING RANGE ROAD, FAS 829
MORROW COUNTY

HIGHWAY: Bombing Range Road. Federal-aid Secondary No. 829.

TERMINI: Northerly end of project is at the Irrigon Junction Interchange on Interstate 80N. The southerly end of the project is approximately one mile north of Juniper Canyon.

LENGTH: Ten miles.

PROGRAM: FAS-C Project.

NARRATIVE: Prepare plans, specifications and estimates of cost for grading and surfacing on existing alignment. Reconnaissance is not needed. Drainage problems are not anticipated. An economic analysis is not needed at this time.

CHARACTERISTICS: Existing ADT is 110; projected ADT is 165 (20-year projection).

STANDARDS: Class "E". Deviations from State standards are not anticipated.

TYPICAL SECTION: Two 12-foot travel lanes with 4-foot shoulders each side. To be oiled the full width of 32 feet. ✓

ACCESS: Not controlled.

BRIDGES: None.

MATERIALS: Sites will be located and referenced to the project.

ADD'L FACILITIES: There are no railroads or airports affected.

AGREEMENTS: Routine FAS-C project.

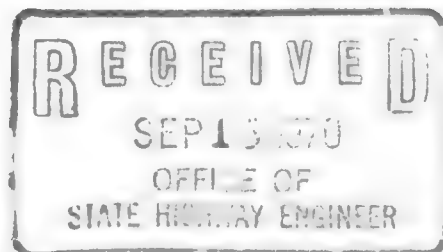
PARKS: None.

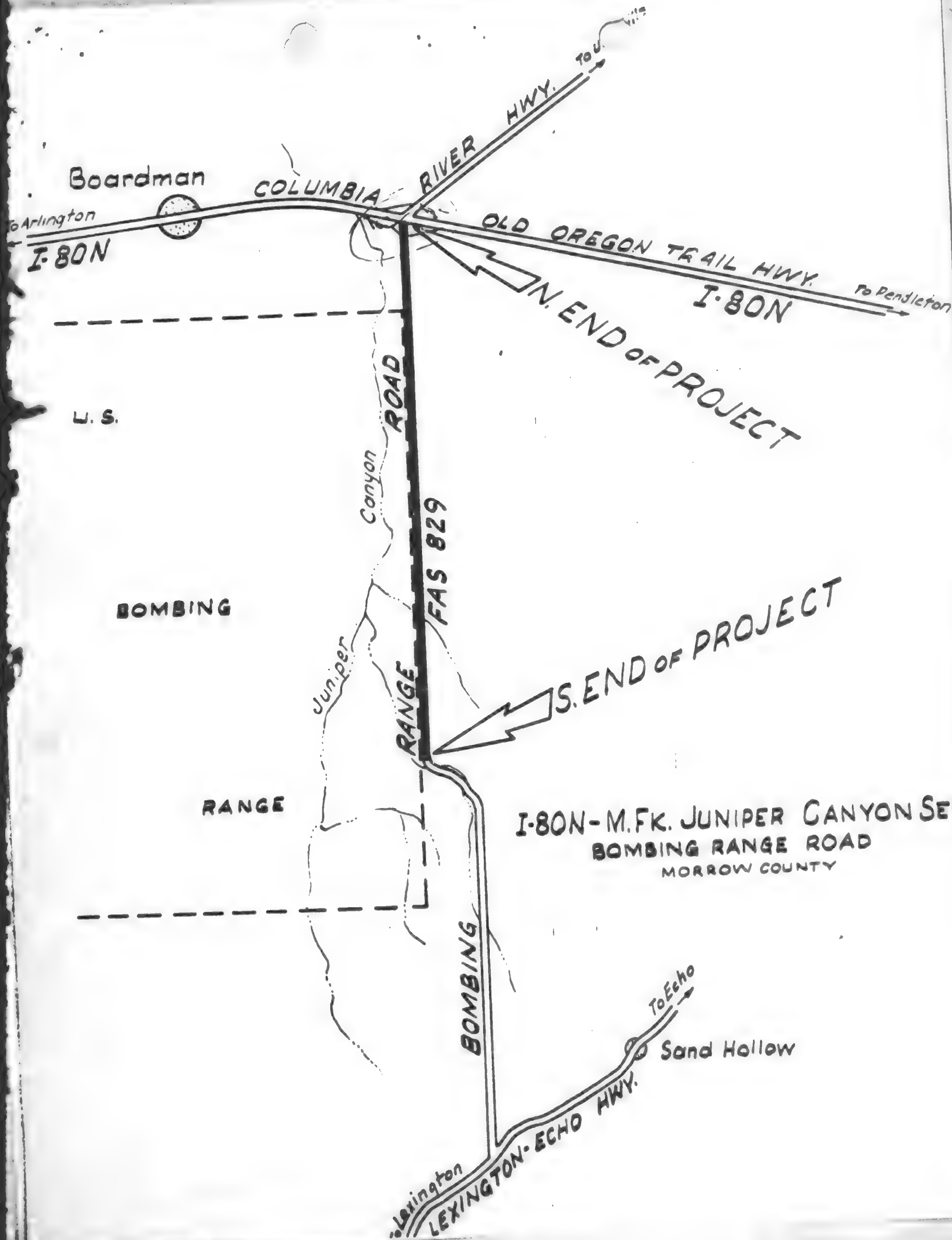
September 10, 1970
Attachment

NOTED
F. B. KLABBE

Location Prospectus - Page 2
I-80N - Middle Fork Juniper Canyon Section

cc: Bureau of Public Roads (3)
H. S. Coulter (3)
R. L. Porter
F. B. Klaboe
A. E. Johnson
E. S. Hunter
V. D. Wolfe
R. N. Bothman
F. B. Crandall
F. L. Hall
Ivan Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
Jack Rowland
Robert Royer
C. G. Swenson
W. H. Tebeau
F. E. Terpin
G. C. Wills
F. W. Yarbrough (2)





EXECUTIVE DEPARTMENT
CAPITOL BUILDING, SALEM, OREGON 97310

MEMORANDUM

TO: Agency Addressed
FROM: Program Planning Division
SUBJECT: Notices of Intent to Apply for Federal Aid

The following is a listing of Notices of Intent received by the Federal Aid Coordination Unit during the week ended August 21, 1970.

Distribution of information relative to these projects has been made to the appropriate state agencies for review. If your agency was not included in the distribution and you desire, for a particular reason, to examine and comment on any of the proposals, please advise the Federal Aid Coordination Unit. Necessary information will be supplied as promptly as possible. The request may be made in writing or by telephone.

Date Received	Applicant	Project Description	Location	Admin. Dist.
8/17/70	Cities of Kernville and Gleneden Beach and Lincoln Beach Water District	Improvements to Water Supply (70.0399)	Lincoln County	4
8/18/70	City of Molalla	Water Service for Molalla and Environs (70.0400)	Molalla and Environs	2
8/19/70	Sherman County Planning Commission	Solid Waste Disposal (70.0401)	Sherman County	9
8/19/70	City of Brookings	Sewage Line Construction (70.0402)	Brookings	7
8/20/70	State Library	Tillamook County Library Services (70.0403)	Tillamook	1

RECEIVED
SEP 1 1970
8/19/70
8/20/70

NOTED
F. B. KLABOE

NOTED
JOY ECKHARD

8-21-70

8-26-70

<u>Date Received</u>	<u>Applicant</u>	<u>Project Description</u>	<u>Location</u>	<u>Admin. Dist.</u>
8/20/70	State Library	Southern Oregon Library Federation Library Services (70.0404)	Medford	6,7,9,11
8/20/70	State Library	Dufur Public Schools Dist. 29-C Library Services (70.0405)	Dufur	9
8/20/70	State Library	Columbia County School District No. 5J Library Services (70.0406)	Clatsop & Columbia	1,2
8/20/70	State Library	Portland State University-Oregon State Library Interlibrary Cooperation (70.0407)	Salem	Statewide
8/21/70	Highway Division	O.L.&W Canal (Power Line) Bridge: Powerline Road (70.0408)	Umatilla County	12
8/21/70	Highway Division	I 80N Middle Fork Juniper Canyon Bombing Range Road (70.0409)	Morrow County	12
8/21/70	Highway Division	Juniper Flat Section (70.0410)	Wasco County	9

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AUG 21 1970

FOR FILING

S-406(4)
7667

August 20, 1970

Phone 378-4563

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notices of Intent to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 12

Federal Aid Secondary (County)

I-50N-Middle Fork Juniper Canyon
Bombing Range Rd., FAS 829
Marrow County

The estimated date of filing for federal-aid funds on this project is October 1, 1970. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Attach.

cc: R. E. Simpson, BPE
F. B. Klaber
D. J. Barber
D. H. Mockring
H. S. Cox
B. L. Gifford
R. H. Chase
R. C. Pool
M. S. Coulter

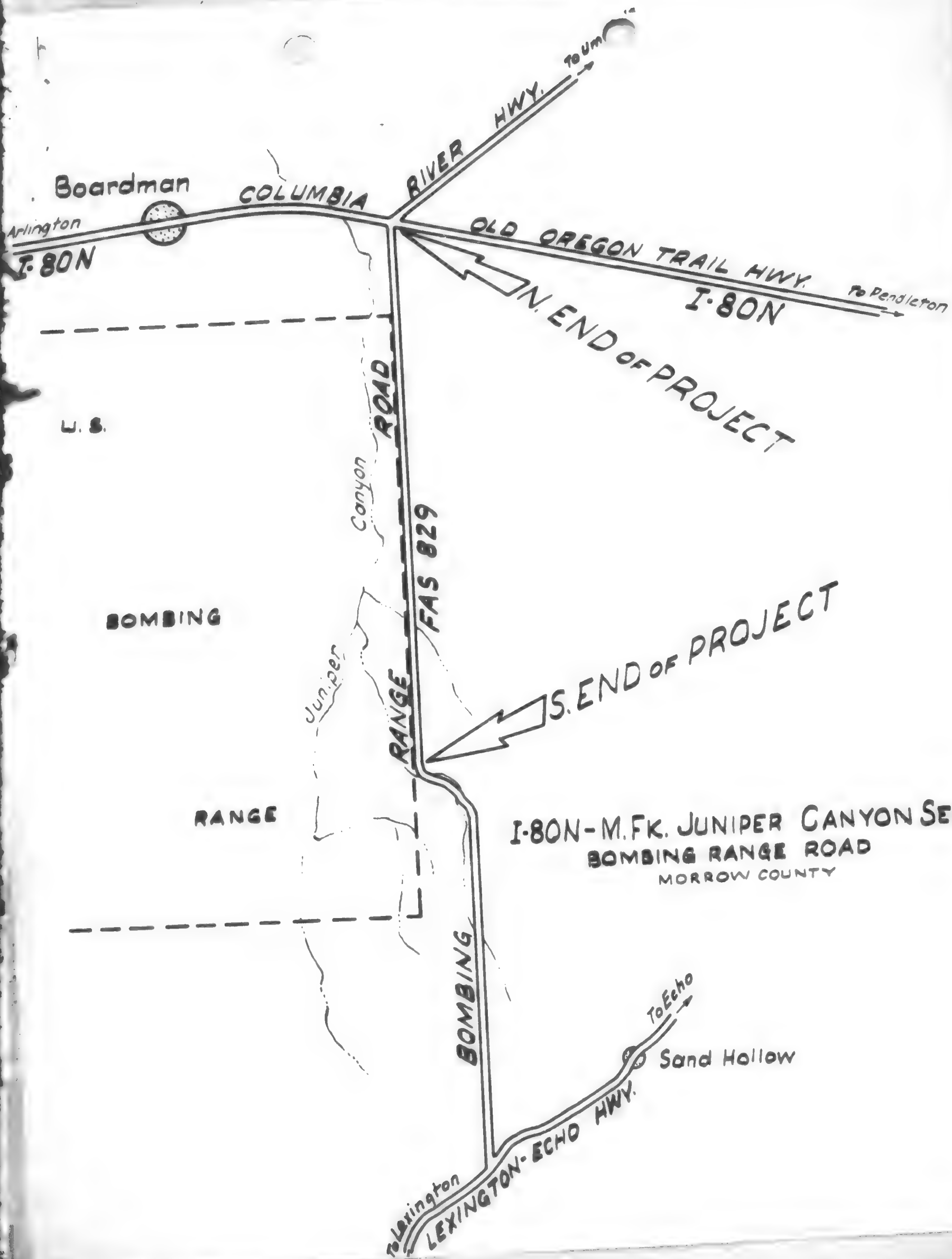
Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

BLG:aw



NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: I-80N - Middle Fork Juniper Canyon
Bombing Range Rd., FAS 829
Morrow County
August 20, 1970

FROM: Applicant Agency State Highway Division Salem
Address
Contact Person L. H. Young 4563
Phone

1. Project requires Emergency Board approval of agency federal fund limitation: Yes.....No ☒ (if "yes", please also submit the information called for on page 3, Notice of Intent)

2. Project Location

Administrative District Twelve (12) City --
County Morrow Special District(s) (if applicable) --
Other affected jurisdictions/agencies --

3. Federal Program

Common Program Name Federal Aid Secondary (County)
Authorizing Legislation Title 23, U.S.C. Highways
Public Law No. and Title
Fed. Admin. Dept. of Transportation Original Application ☒
Agency Bureau of Public Roads Renewal Application

4. Estimated Project Cost

Federal Share	\$ 390,000	Source of State Agency Share
Loan..... Grant ☒		
Local Applicant Share (Morrow County)		General Fund
(if any) \$ 130,000		\$ --
State Agency Share	\$ 140,000	Other Funds (specify)
Other (Specify)	\$ --	\$ --
		Indirect Cost Reimbursement
		No ☒ Yes
		\$ (Approx)
Total	\$ 660,000	

Will Federal share change: No ☒

Yes, from% to.....%

When.....

5. Period Covered by Projects

Beginning date March 1971
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) Twelve months

Approximate ending date February 1972

Will renewal be requested? Yes No ☒

6. Estimated Application Filing Date October 1, 1970

7. Project Description - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon*. (Use additional sheets as necessary)

I-80N-MIDDLE FORK JUNIPER CANYON, Bombing Range Rd., FAS 829, Morrow County

This project consists of preliminary engineering, right-of-way acquisition, grading, paving and incidental work necessary to reconstruct this section.

The new roadway will be 32-feet in width with two 12-foot travel lanes and 4-foot shoulders.

This project is related to the "Goals for a Livable Oregon" by the up-grading of this portion of the Federal-Aid Secondary System for a more efficient and safe highway.

See attached map for geographical location.

PREM
AUG 21 1970

S-406(4)
7667

- Phone 378-4563

August 20, 1970

District 12 Council of Governments
Umatilla County Courthouse
Pendleton, Oregon 97801

Gentlemen:

Attached for your review and comments as District clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal Aid Secondary (County)

I-80N-Middle Fork Juniper Canyon
Bombing Range Rd., FAS 829
Morrow County

The estimated date of filing for federal-aid funds on this project is October 1, 1970. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Attach.

Very truly yours,

cc: R. E. Simpson, EPL
F. B. Kishes
D. J. Barber
D. H. Moshring
H. S. Cox
B. L. Gifford
R. N. Chase
R. C. Pool
H. S. Coulter

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

BLG:aw

RECEIVED
AUG 10 1970

FOR FILING

Salem, Oregon
August 11, 1970

S-406(4)
7667

Mr. D. J. Barbee
Design Engineer
BUILDING

3474

Please work up a revamping of the Bombing Range Road interchange on I-80N to a diamond configuration and give me an estimate, along with appropriate sketches.

We eventually want to request Interstate funds to fix this up as a safety job, so any figures you can develop to support this concept will help. Bud George should be able to help in this regard.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: L. E. George
H. S. Coulter

MEMO TO FILES, 6/19/70

I-80N, Morrow County
Request for Off-ramp near Boardman

Kobayashi	Trout
Barbee	Wills
Hall	Boardman
A. Olson	Scott
Sample	R. Olson
Farpin	Carstensen
Venson	

RECEIVED
JUN 22 1970
DESIGN
DIVISION

Thursday, 6/18/70, at 10 a.m., I met with the Morrow County Court, Rupe Kennedy, D. O. Nelson, Terry and Don Tucker, and others at the new Nelson-Tucker potato sorting plant at Boardman.

Purpose of the meeting was to hear presentation of reasons for an off-ramp from I-80N to serve Nelson-Tucker plant and future Port of Boardman industry.

After listening to their presentation, I suggested that all their data be collected in logical order and presented to either Mr. Klaboe or the State Highway Engineer. Mr. Kennedy then suggested that the BPR also be present to listen first-hand to the local people in their presentation. I told Mr. Kennedy that if they would advise my office of an exact date and time, every effort would be made to have Bureau people present.

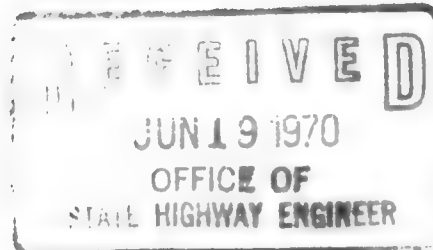
It is expected that the Boardman people will seek an audience within a 2-week period. A definite meeting will be determined at a later date.

H. S. Coulter
H. S. Coulter

County and City Engineer

HSC:MM

cc: Forrest Cooper
R. L. Porter
F. B. Klaboe ✓
Robert E. Simpson, BPR
H. S. Coulter



STATE OF OREGON STATE HIGHWAY DEPARTMENT

PLANS FOR PROPOSED PROJECT

ILLUMINATION INSTALLATION

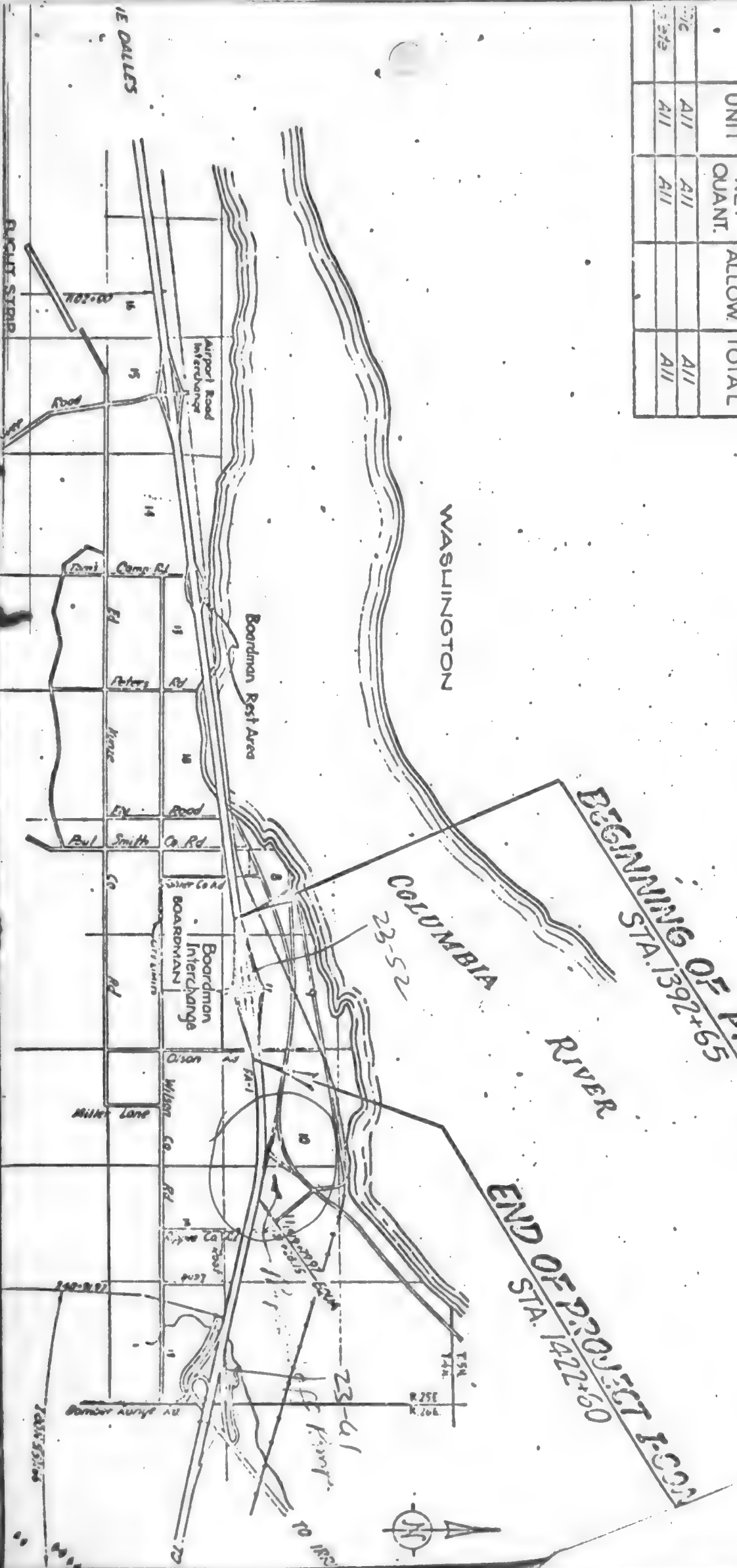
BOARDMAN INTERCHANGE SECTION COLUMBIA RIVER HIGHWAY MORROW COUNTY

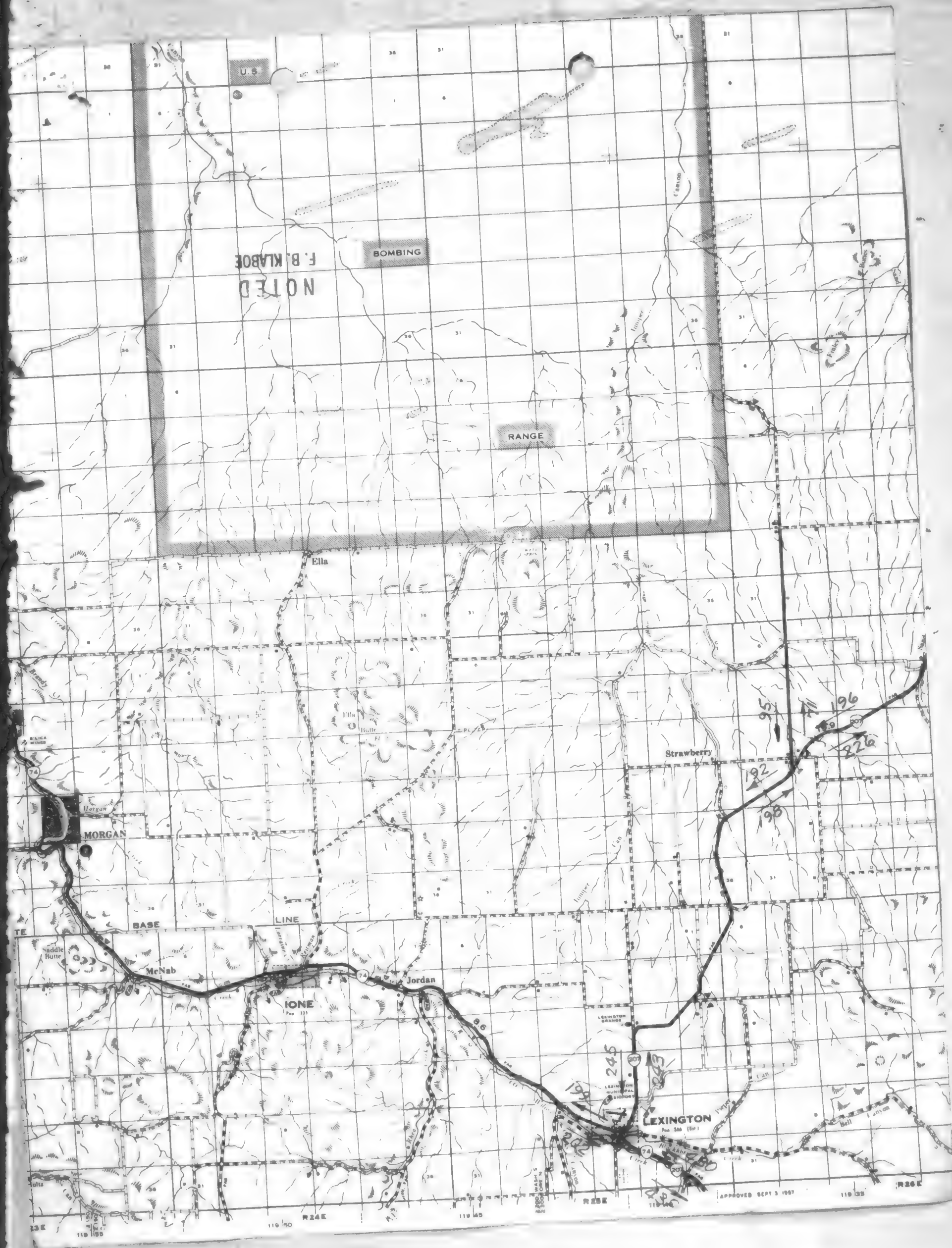
JUNE, 1963

Ready: JULY, 1963

M C A R Y

	UNIT	NET QUANT.	ALLOW	TOTAL
1/2	All	All		All
3/4	All	All		All





MORROW COUNTY COURT



Heppner, Oregon 97836
July 29, 1970

PAUL W. JONES, Judge
Heppner, Oregon
WALTER HAYES, Commissioner
Boardman, Oregon
JACK VAN WINKLE, Commissioner
Heppner, Oregon

State Highway Department
Salem, Oregon 97310

Att: H. S. Cox
County and City Engineer

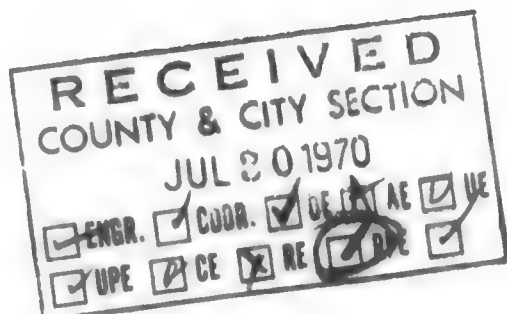
Dear Sir:

We have enclosed a copy of the "County Road FAS-C Project Request" for widening and paving of the north section of the Bombing Range Road in Morrow County. This request has been signed by the Morrow County Court and the Morrow County Roadmaster.

Sincerely,

Paul W. Jones
Paul W. Jones, Judge
Morrow County Court

PWJ:ag
Enc. 1





#5

MORROW COUNTY COURT

FAS 829
4/02 I-80N

Heppner, Oregon 97836
June 30, 1970

PAUL W. JONES, Judge
Heppner, Oregon
WALTER HAYES, Commissioner
Boardman, Oregon
JACK VAN WINKLE, Commissioner
Heppner, Oregon

State Highway Department
Salem, Oregon 97310

Att: H. S. Cox
County and City Engineer



Dear Sir:

Morrow County has accumulated approximately \$350,000 in F.A.S. funds. The major reason for this has been due to the fact that we have had no particular project for which it was feasible to apply. A second reason, of course, would have been our inability to provide the necessary matching fund for a project.

As you know, the Boardman Bombing Range Road was an F.A.S. project road when it was constructed.

This road now is becoming extremely important to our economy, even more than it was when built.

The road still moves all the grain traffic from Morrow County Grain Growers to Patterson Ferry. It is also the most logical and by far the better road between Highway 80 and the towns of Lexington and Heppner, as well as Ione.

A third reason is the fact that with the drilling of numerous wells in the farming area adjacent to the road several thousand additional tons of potatoes will be moving over the road. This will greatly affect the total traffic as it is estimated that the potato packing and shipping shed will employ some 35 people. The farm operation will employ another 15-20 persons. Most of these 50-55 people will be driving from Heppner, Lexington and Ione. This additional traffic on a road not built for it will present a possible safety hazard.

The north end of the road was finished in 1959 and is now becoming in need of widening and resealing.

See Page 2

State Highway

Att: Si Cox

June 30

Page Two

We are interested in widening and resealing project on this road. We feel that because there is such an accumulation of F.A.S. funds available that they could well be used for a project of this nature. It would be impossible in view of our budget, for Morrow County to even consider any project in which matching funds on our part would be necessary. Our budget for this year is one which will barely provide maintenance on the existing county road system. We are enclosing a copy of our 1970-71 road budget for your reference.

We will appreciate any assistance you will be able to give us.

Sincerely,

Paul W. Jones
Paul W. Jones, Judge
Morrow County Court

PWJ:ag

Encl.

Road budget — wasn't enclosed

The front office approved the concept of the County turning over to State Federal Funds in lieu of cash for the 20% deposit.
July 21, '70 I was in Heppner & helped the Judge fill out application form for FAS-C project on Homing Range Road FAS 829 in the amount of \$650,000.

Si

State Highway

Att: Si Cox

June 30

Page Two

We are interested in widening and resealing project on this road. We feel that because there is such an accumulation of F.A.S. funds available that they could well be used for a project of this nature. It would be impossible in view of our budget, for Morrow County to even consider any project in which matching funds on our part would be necessary. Our budget for this year is one which will barely provide maintenance on the existing county road system. We are enclosing a copy of our 1970-71 road budget for your reference.

We will appreciate any assistance you will be able to give us.

Sincerely,

Paul W. Jones
Paul W. Jones, Judge
Morrow County Court

PWJ:ag

Encl.

Road budget — wasn't enclosed

Financial Status. On hand — 333,497 F.F.
Fiscal 1971 available fall '70 — 47,406

Total F.F. available fall '70 — 380,903

Total possible advancement
from Jan 1971 (42,000 x 3) — 141,000 ±

Total available 1971 → 522,000 F.F.

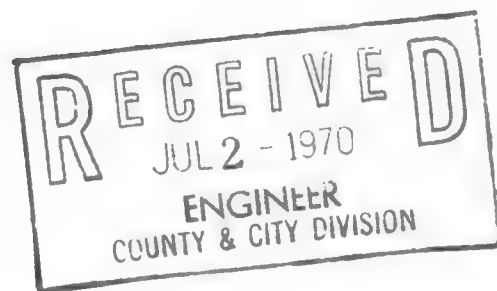
522,000 ÷ 8 = 652,500 (Total Project) F.F. involved \$391,500
State Cash 261,000 (State Cn 130,500 F.F.)
County Request → County Cash 0.00

Regular FAS-C Project. 522,000 ÷ 6 = 870,000 Total Project.
522,000 F.F.
174,000 State
174,000 County.

Mr. Cox,

We neglected to enclose the General Road Budget in the letter addressed to you yesterday and enclosing it herewith.

P.W.J.



FORM LB-31



DETAILED REQUIREMENTS BY FUND

 FOR THE FISCAL YEAR 1970-1971
 BEGINNING JULY 1, 1970

Morrow County

MUNICIPAL CORPORATION

 General Road DEPARTMENT
 Road FUND

Morrow

COUNTY

HISTORICAL DATA				NO. OF EMPS	PERSONAL SERVICE:	NO. OF EMPS	BUDGET FOR ENSUING YEAR			
PRECEDING YEAR	PRECEDING YEAR	BUDGET YEAR					PROPOSED Do Not Publish This Col	REMOVED	ADOPTED Do Not Publish This Col	
6,900.00	7,200.00	7,560.00		1	Road Master's salary		7,860	7,860	7,938	
6,600.00	6,900.00	7,316.00		1	Road Foreman's salary		7,600	7,682	7,682	
13,000.00	13,600.00	14,432.00		2	Mechanic & crusher operator		15,153	15,153	15,153	
68,528.98	75,152.06	82,000.00		1	Gen. Labor (hourly basis)		76,537	76,537	76,537	
4,200.00	4,500.00	4,725.00		1	Bookkeeper Salary		4,961	4,961	4,961	
.00	6,599.13	2,100.00		2	Park Attendants		2,200	2,200	2,200	
.00	1,120.00	2,300.00		1	County Commissioner Salary		2,300	2,300	2,300	
.00	1,880.00	2,300.00		1	County Commissioner Salary		2,300	2,300	2,300	
.00	.00	3,900.00		1	Overtime and extra help		4,000	4,000	3,922	
99,228.99	116,051.19	126,633.00			Total Personal Services		122,993	122,993	122,993	
25,966.54	28,421.48	22,000.00			MATERIALS AND SERVICES		20,000	20,000	20,000	
5,047.10	4,349.16	4,000.00			Repairs		4,000	4,000	4,000	
5,206.05	5,460.41	4,000.00			Supplies, Shop & office		4,000	4,000	4,000	
14,545.07	13,421.45	15,000.00			Insurance		15,000	15,000	15,000	
5,398.36	5,815.01	6,000.00			Gas and Oil		7,500	7,500	7,500	
4,388.84	5,392.14	5,000.00			City Appropriation fund		6,000	6,000	6,000	
12,755.55	3,574.71	5,500.00			Social Security fund		6,000	6,000	6,000	
46,208.54	35,423.36	40,000.00			Misc. Expense (includes travel & meals)		40,000	40,000	40,000	
5,580.00	.00	.00			Road materials and supplies		3,000	3,000	3,000	
.00	5,899.67	3,000.00			Bridge payment		8,000	8,000	8,000	
6,000.00	7,000.00	8,000.00			Tires and tubes		7,000	7,000	7,000	
.00	11,244.11	10,000.00			Retirement fund		3,500	3,500	3,500	
.00	9,233.20	9,500.00			Park materials and supplies		3,847	3,847	1,847	
3,341.25	4,867.00				Fuel for asphalt		127,847	127,847	127,847	
132,186.09	138,592.95	136,867.00			Weed chemicals					
					General Contingency					
					Total Materials and Services					
47,495.71	40,929.82	60,000.00			CAPITAL OUTLAY:					
278,910.78	286,473.96				Trucks, pickups, equipment & car		39,160	39,160	39,160	
102.22	1.04				TOTAL EXPENDITURES		70,000	70,000	70,000	
279,013.00	296,475.00	323,500.00			Unappropriated State Loan Fund		360,000	360,000	360,000	
					TOTAL REQUIREMENTS					

(Total net budget for 1970-71 is \$290,000.00)

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County MORROW FAS No. 829 Date _____
 County Road Name Bombing Range Road
 Section Name I-BON - Middle Fork Juniper Canyon Length Approx. 10 miles
 Type of Project widen and pave
 Location of Project (Attach sketch map) _____
 ADT 110 Road Class (Highway Standard) -
 Is this request for county bridge design only? Yes - No _____
 or for County FAS bridge design? Yes - No _____

I. ROAD PROJECT DATA

1. Traveled Surface: Type Pugmill Mix Pav't Width 24'
2. Shoulders: Type Pave. Width 4
(NOTE: Oiled or paved shoulders required on all Class E or higher projects.)
3. Grading & Drainage:
By County _____ County Date of Completion _____ By Contract X
4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract X
Has base design been given to County? Yes _____ No _____
Will it be furnished? Yes _____ No _____
5. Leveling Course:
By County _____ County Date of Completion _____ By Contract X
6. Binder Course:
By County _____ County Date of Completion _____ By Contract X
7. Traveled Surface & Shoulders:
By County _____ County Date of Completion _____ By Contract X
8. Clearing:
By County _____ County Date of Completion _____ By Contract X
9. Curbs:
Curbs Required? Yes _____ No _____
Type Desired (rolled, exposure, monolithic, special county standard, etc.) _____
Width between Curbs _____
10. Are A.C. footpaths behind curbs desired? Yes _____ No X
11. Are there any structures to be replaced or altered? Yes _____ No _____
12. Will replacement be by: County _____ Contract _____
(NOTE: If by contract, fill out bridge project data on pages 2, 3, and 4)

13. Will County adjust structure to new grade? Yes ☐ No ☐
14. Will County adjust structure to additional width? Yes ☐ No ☐
15. Will adjusted width be standard? Yes ☐ No ☐
 (NOTE: Standard width of structure is traveled way plus full shoulders or 32', whichever is greater. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)
16. Does County wish rounding of cutbanks? Yes ☐ No ☒
17. Does County wish sight posts installed? Yes ☐ No ☒
18. Does County wish guard rail installed? Yes ☐ No ☒
19. Does County wish seeding and mulching incorporated into job?
 Yes ☐ No ☒
20. Will traffic signals be required? Yes ☐ No ☒
 If yes, give location and type: _____
21. Is project contingent upon other factors? Yes ☐ No ☐
 (Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

Remarks re Section I: _____

II. BRIDGE PROJECT DATA

1. Name of river or stream _____
2. Name of bridge _____
3. Location (please attach map with location marked):
 Section _____ Township _____ Range _____ W.M.
4. Desired width of bridge _____
 (NOTE: Standard width of FAS structure is traveled way plus full shoulders or 32', whichever is greater.)
5. Are sidewalks desired? Yes ☐ No ☐
 Upstream _____ Downstream _____ Width _____

6. Does County wish a particular type of bridge design? Yes _____ No _____
 (Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc. _____

7. Will County furnish any materials for bridge? Yes _____ No _____
 Explain _____

8. Foundation Testing: By County? Yes _____ No _____
 By State? Yes _____ No _____
9. Can road be closed during construction? Yes _____ No _____
10. Detour: Required? Yes _____ No _____
 By County? Yes _____ No _____
 By Contractor? Yes _____ No _____
11. Approaches or Connections: By County? Yes _____ No _____
 By Contractor? Yes _____ No _____
 Traveled surface: Type _____ Width _____
 Shoulders: Type _____ Width _____
 (NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)
12. Guard Rail: Desired on approaches or connections: Yes _____ No _____
 Right side only? Yes _____ No _____
 Both sides? Yes _____ No _____
 (NOTE: Safety standards require that guard rails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guard rail installation or otherwise delay contract completion.)
13. Existing Structure: Remain in place? Yes _____ No _____
 Use for detour? Yes _____ No _____
 Removed by County? Yes _____ No _____
 Removed by Contractor? Yes _____ No _____
 Salvaged by Contractor for County? Yes _____ No _____
 (NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)
14. If riprap or rock blanket required, to be:
 By County? Yes _____ No _____
 By Contractor? Yes _____ No _____

15. Will any of the following utilities be attached to this structure?
Yes _____ No _____ Size _____

a. Water mains:

Company _____

b. Sanitary sewer mains:

Company _____

c. Storm sewer:

Company _____

d. Gas mains:

Company _____

e. Power lines:

Company _____

f. Telephone lines:

Company _____

g. Other Utilities: _____

16. Does County wish provisions made for future utility attachment to structure?
Yes _____ No _____

17. Does County wish lightpost bases and conduit installed?
Yes _____ No _____

18. Does County wish complete job of illumination in project?
Yes _____ No _____

19. Is project contingent upon other factors? Yes _____ No _____
(Such as construction and timing, cooperative project by County,
tie-in with outside projects, etc.)
If yes, explain: _____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
By State? Yes X No _____
By County? Yes _____ No _____
(Note: If project is canceled, County must pay for survey.)
2. Does County have any survey data? Yes _____ No X
3. Construction plans and specifications to be prepared:
By State? Yes X No _____
By County? Yes _____ No _____
4. Does County desire center line to be permanently monumented as part of project? Yes X No _____
5. Does County desire right-of-way to be permanently monumented as part of project? Yes X No _____
(Note: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)
Right-of-way questionable as to width

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 80 Minimum 40
2. Is any additional right-of-way needed? Yes X No
3. Will right-of-way be acquired by: Resolution or Deed X
4. Should State prepare options? Yes X No
5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes No X
6. Should material source site be included in right-of-way descriptions? Yes X No
7. Is there any merchantable timber on right of way? Yes No X
8. Will timber be reserved for owner? Yes No X
9. Will timber become property of contractor? Yes No
10. Is a hearing necessary? Yes X No
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)
11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes X No
If yes, give type and name of utility company: B.P.A.
12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No
If yes, give type and name of utility company: B.P.A. (Power)
Pacific Northwest Bell (Telephone)
13. Are utilities on existing right-of-way by permit X or by franchise
(NOTE: County must move all utilities located on present right-of-way.)
14. Are there any irrigation facilities? Yes No X
If yes, give name of irrigation company or district and dates between which water can be turned off: From To
15. Are there any railroad crossings? Yes No X
16. Name of Railroad
17. Number of tracks: Mainline Siding Total

18. Sight Distance: _____ (Left) _____ (Right)
19. Number of Trains: Passenger _____ Speed _____
Freight _____ Speed _____
20. Angle of Intersection: _____
21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____
22. Existing Protection: Advance warning signs _____ Automatic flashing _____ Stop signs _____
Crossbucks _____ Automatic bell _____ Gates _____
23. Proposed Protection: _____
24. Are there to be stopping lanes for buses and trucks, etc.
Yes _____ No _____
25. Will railroad crossing be altered? Yes _____ No _____
If yes, specify: _____
26. Traffic Control Signing:
To be part of project? Yes _____ No X
By County? Yes X _____ No _____
By State at County expense? Yes _____ No _____
(NOTE: These signs must be in place prior to acceptance.)
27. Striping:
To be part of project? Yes _____ No _____
By County? Yes _____ No _____
By State at County expense? Yes _____ No _____
(NOTE: Striping must be completed prior to acceptance.)
28. Does County wish State to prepare P.U.C. hearing data? Yes _____ No _____
29. Will P.U.C. application be made by State _____, or County _____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)
30. Will there be any displaced persons from farms, homes, or businesses requiring relocation assistance? Yes _____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV _____

V. MATERIAL SOURCES DATA

1. Gravel X Quarry _____ Cinders _____
2. Owner: County _____ State _____ Private X Other _____
3. Location: _____ Section _____ Township _____ Range _____ W.M. _____
4. If County lease, what are royalty payments? _____
5. Materials furnished by County: Borrow _____ Select Topping _____
Base Course _____ Level Course _____ Mineral Aggregates _____
Location _____
Miscellaneous Items: _____
- Remarks re Section V Gravel pitsite to be determined by locator

VI. FINANCIAL DATA

1. Estimated Cost: \$ 650,000
2. Available FAS Funds: \$ 652,500
3. Date match money is available: Special arrangement
4. Will there be any 100% County money? Yes _____ No X
5. Maximum amount of 100% County money available: \$ None
6. Date County requests letting: Spring 1971

Remarks re Section VI State to provide all cash outlay. County will turn F.F. to State in lieu of cash deposit.

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is not complete without an attached exhibit showing location of project.

By Paul W. Jones
County Judge or Comm. Chairman

By Walter H. Hays
County Commissioner

By Walter H. Hays
County Commissioner

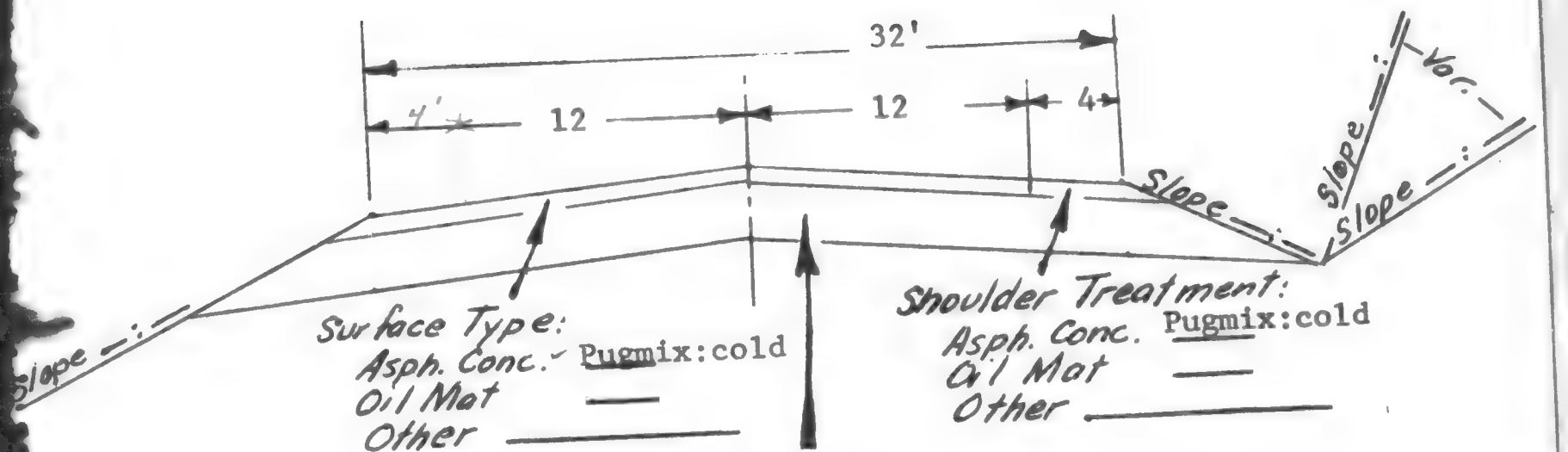
By Walter H. Hays
County Engineer or Roadmaster

O.S.H.D. Field Engineer _____

Date _____

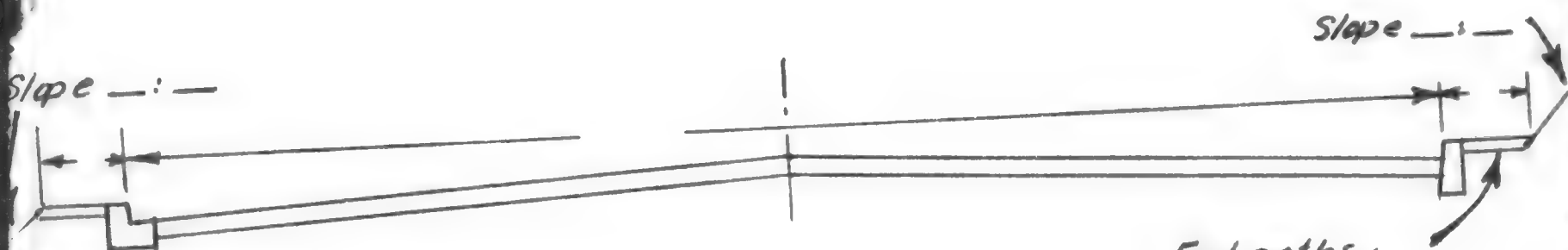
County Morrow
Date July 29, 1970

TYPICAL SECTION



Type of Base:

- Pit or Quarry Run ☐
- Crushed Stone ☐
- Asph. Treated ☐
- Cement Treated ☐



No. of Lanes ☐

Lane Width ☐

Shoulder Width ☐ or **Shy Dist. from Curb** ☐

Median Width ☐

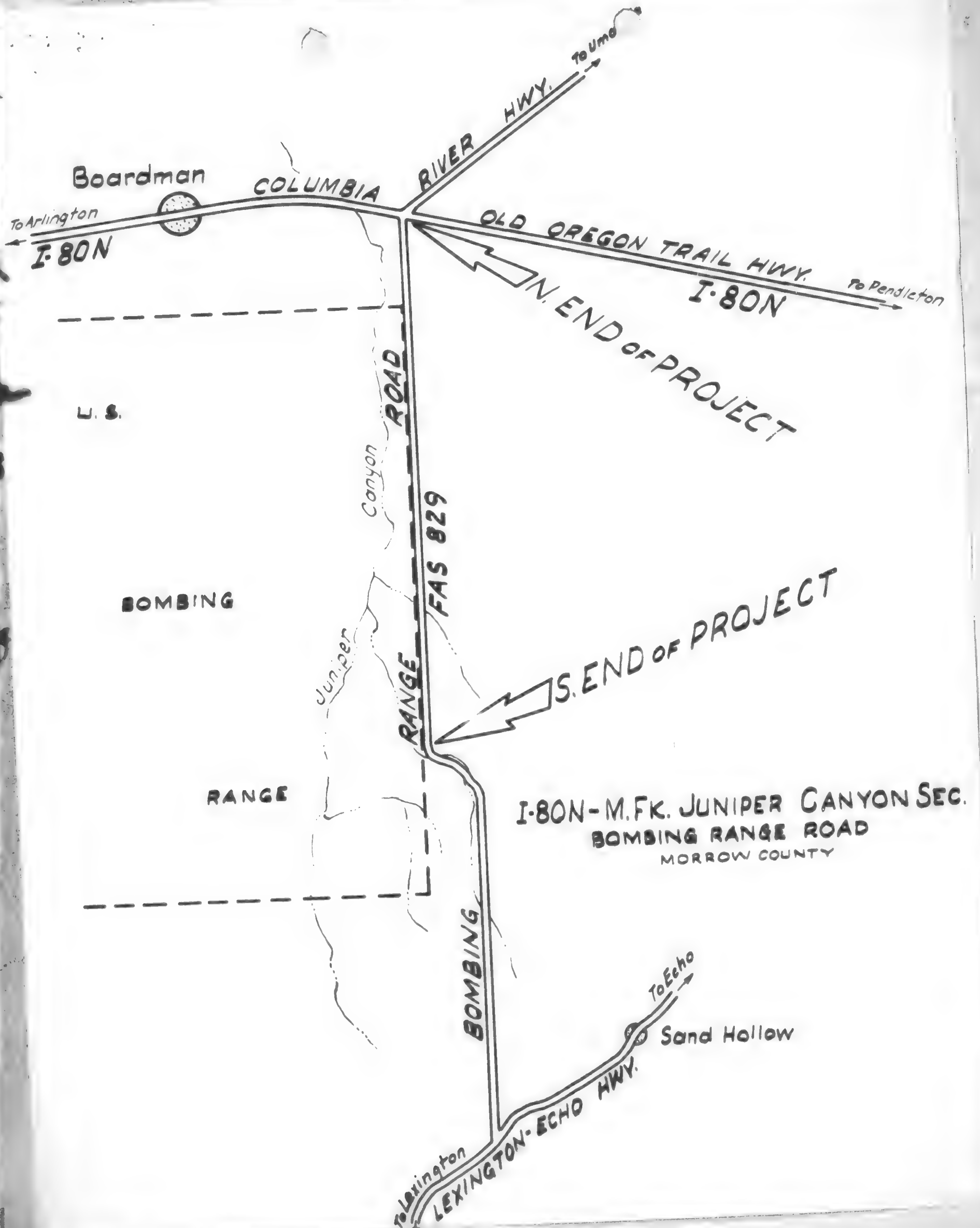
Total Width between Curbs ☐

Foot paths:

- Asph. Conc. ☐
- Gravel ☐

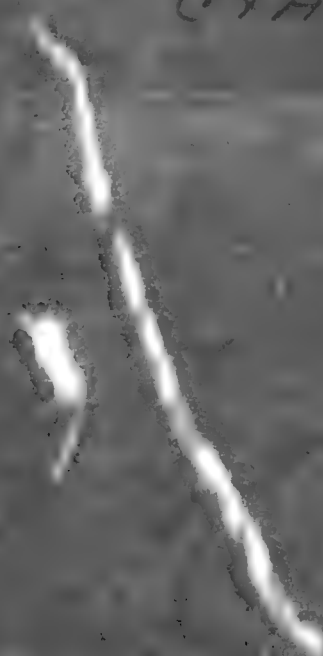
Curbs:

- Type "C" ☐
- Curb & Gutter ☐
- Other ☐



S-589(1) Juniper Flat (Maupin) Sec., 1971
of FAS 949, W. of Maupin
#7668 (Grading and base)

Q8A ~~4315~~ 9-27-71



STATE COPY

OSHD (Johnson) Region Wash DC		U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 4-11-73																
# 7668		FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN (PPM 20-5)																
INSTRUCTIONS: State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.																		
1. PROJECT NO. S-589(1)	2. COUNTY Wasco	3. STATE Oregon																
4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED Grade, Drain and Low Type Surfacing		COPY SENT APR 13 1973 REGIONAL OFFICE																
5. CONTRACTOR'S NAME Charles W. Boyer		6. CONTRACT AMOUNT \$ 160,004.75																
7. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested. SIGNATURE (SHD Official) <i>[Signature]</i> TITLE Office Engineer																		
8. REMARKS The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.		9. IMPROVEMENT AS CONSTRUCTED <table border="1"><thead><tr><th colspan="3">ROADBED (Width 38 feet)</th><th colspan="2">STRUCTURES OVER 20-FOOT SPAN</th></tr><tr><th>TYPE CODE NUMBER</th><th>NET LENGTH (Miles)</th><th>BASE SURFACING WIDTH (Feet)</th><th>TYPE CODE NUMBER</th><th>NET LENGTH (Miles)</th></tr></thead><tbody><tr><td>2010</td><td>5.829</td><td>32</td><td>N/A</td><td>N/A</td></tr></tbody></table>		ROADBED (Width 38 feet)			STRUCTURES OVER 20-FOOT SPAN		TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)	2010	5.829	32	N/A	N/A
ROADBED (Width 38 feet)			STRUCTURES OVER 20-FOOT SPAN															
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)														
2010	5.829	32	N/A	N/A														
10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY D. B. Carter, Ass't Area Engineer		11. DATE OF INSPECTION 9-19-72																
12. IN COMPANY WITH Messrs. Glenn Hossner, FHWA Dist. Engr., William Kartge, Wasco Cty Judge, Ralph Stearns, Wasco Cty Comm., Rex Knisteadt, Wasco Cty Roadmaster **																		
13. SIGNATURE D. B. Carter		16. SIGNATURE <i>[Signature]</i> Vernon V. Cusack																
14. TITLE Ass't Area Engineer	15. DATE 4-11-73	17. TITLE Acting Division Engineer	APR 13 1973															

RECEIVED
JAN 10 - 1972

FOR FILING

7668

January 8, 1973

Maryland Casualty Co.
Baltimore,
Maryland

Gentlemen:

On January 5, 1973, we wrote to you concerning release of final payment on Contract No. 7668 awarded to Charles W. Roper for work on the Juniper Flat (Maple) Section of FAS 949 in Wasco County.

Final payment on this contract is \$306.17 and the total contract amount is \$138,330.18, including \$236.60 for work performed under force account.

Very truly yours,

G. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

cc

Charles W. Roper
841 Ocean Blvd., S.E.
Cannon Beach, Oregon 97420

Maryland Casualty Co.
100 W. Harrison St.
Seattle, Washington

cc C. T. Kenney
Walt Hart
V. E. Shog
Attn W. L. Manner
J. F. Putnam

(D) E H W P (D)
JAN 5 - 1972

7668

January 3, 1973

Maryland Casualty Co.
180 W. Harrison Street
Seattle, Washington

Continued:

Contract No. 7668 awarded to Charles W. Rayer for work on the Juniper Flat (Olupin) section of FAS 949 in Harney County was completed on September 16, 1972 and accepted by the Highway Commission on January 3, 1973.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before January 10, 1973.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc

Charles W. Rayer
841 Ocean Blvd., S.E.
Cannon Beach, Oregon 97400

Maryland Casualty Company
Baltimore,
Maryland

cc C. T. Keasey
Walt Hart
V. E. Shoen
Attn: W. L. Monner
J. F. Putnam

[RECEIVED]
JAN 5 - 1972

FOR: [REDACTED]

7668

January 3, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7668 Work Completed September 16, 1972
Project Juniper Flat (Haupin)
Highway FAS 949 County Nasco
Type of Work Grading and Base
Contractor Charles W. Rover
Recommended Acceptance Date January 3, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 23, 1973 for your formal concurrence.

VG:dqk

cc: C. W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORTFOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION

Juniper Flat (Maupin)

WEEK ENDING

November 4, 1972

SECTION PREFIX

533-1005

HIGHWAY

FAS 949

COUNTY

Wasco

NAME OF JOB

Juniper Flat (Maupin)

KIND OF WORK

Grading and Base

CONTRACTOR

Charles W. Royer

CONTRACT NUMBER

7668

FEDERAL AID PROJECT NUMBER

S-589 (1)

DATE OF CONTRACT

November 8, 1971

DATE WORK STARTED

December 13, 1971

ESTIMATED COMPLETION DATE

September 16, 1972

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

150

WORK DAYS USED

150

SPECIFIED CALENDAR DAYS

SPECIFIED COMPLETION DATE

CALENDAR DAYS USED

100

PROJECT AUTHORIZATION

,193,625.04

EXCLUSIVE OF ENGINEERING:

,178,271.51

ESTIMATED COST OF COMPLETED
PROJECT, EXCLUSIVE OF
ENGINEERING

,158,344.01

ENGINEERING
AUTHORIZATION
This week

,15,353.53

ENGINEERING
COST TO DATE

,17,715.45

PERCENT OF CONTRACT COMPLETED
BASED ON ESTIMATED COST

100

PERCENT OF CONTRACT
COMPLETED BASED ON
TOTAL AUTHORIZATION

99

ESTIMATED PERCENT OVERRUN
UNDERRUN

11 %

PERCENT OF
AUTHORIZATION

115 %

September 16, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100				
				GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM
							Seed. & Mulch. PAVING
MILES IN PROJECT				5.7	5.7		5.7
MILES PARTIALLY COMPLETED				5.7	5.7		0
MILES COMPLETED				5.7	5.7		0
TOTAL ESTIMATED QUANTITIES (CONTRACT)				38,500 c.y.	45,300		11 acres
TOTAL QUANTITIES CORRECTED TO DATE				37,325 c.y.	40,382.94 c.y.		0 "
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				37,325 c.y.	40,382.94 c.y.		0 "
AVERAGE DAILY QUANTITIES				0	0 c.y.		0 "
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				(Contract Completed)			
NUMBER OF SHIFTS PER DAY				0	0		0
HOURS PER SHIFT				0	0		0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							
Calendar							
	WEATHER	WORK DAYS CHARGED	HOURS DELAY	REASON FOR DELAY			
SUNDAY	Fair	0					
MONDAY	Ptly. Cloudy	0					
TUESDAY	Ptly. Cloudy	0					
WEDNESDAY	Ptly. Cloudy	0					
THURSDAY	Ptly. Cloudy	0					
FRIDAY	Cloudy	0					
SATURDAY		0					

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	No activity.

REMARKS

No activity on project this week. Constrastion work complete.

Semi-final estimate submitted to Regional Office Friday of this week.

FINAL REPORT

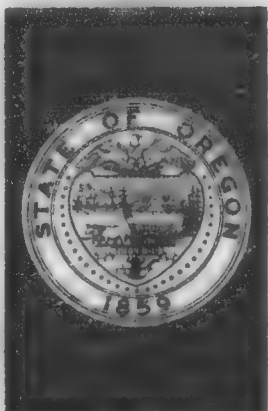
SIGNED

H. R. Smith

LOCATION

The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES



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OCT 25 1972

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING

SALEM, OREGON • 97310

DATE

October 24, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Extension of Time, Contract No. 7668
Juniper Flat (Maupin) Sec. FAS949

Charles W. Royer, contractor on the subject project in Wasco County has made a request for a 60-day extension of the contract time because of soft subgrade and haul road conditions in the spring of this year. This project was completed September 16, 1972, with 52 days liquidated damages accrued at \$100 per day for a total of \$5,200.

This project covered the improvement of an existing county road some 5.6 miles in length with widening and some minor grade changes on the existing alignment and the construction of 12-inch thick grid-rolled aggregate subbase. It did not include any asphalt or oiling surface work. The State offered a source for the aggregate subbase material which was about four miles off the job.

The contractor cooperated by working when he could, with the least detriment to the project and to the county road traffic. He avoided hauling in the early spring when the lightly surfaced roads were vulnerable to damage. Just as conditions were improving in late June, the State-controlled subbase material source was inadvertently flooded by irrigation waste water. The contractor utilized three other sources during the project.

I have granted an extension of 52 days which will delete all liquidated damages. This is a Federal-aid Secondary project and concurrence by the Federal Highway Administration is not required.

This matter will be on the agenda for your concurrence at the October 31 meeting.

cc: C. W. Head	L. H. Young	V. L. Gallagher
G. M. Baldwin	V. E. Skoon	Gary Ross
F. B. Klaboe	C. T. Keasey	Gary Sund
A. E. Johnson	J. F. Putnam	

JAB:fw dps

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OCT. 28 1972

FOR FILING

7668

October 24, 1972

Mr. Charles W. Royer
Excavating Contractor
841 Ocean Boulevard S.E.
Coos Bay, Oregon 97420

Dear Sir:

Your request for a time extension of 60 days on Contract No. 7668 for work on the Juniper Flat (Maupin) Section of FAS 949 in Wasco County, has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 52 days is granted, which will delete all time liquidated damages on this project.

Very truly yours,

Tom Edwards
State Highway Engineer

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
A. E. Johnson
V. E. Skoog
C. T. Keasey
L. H. Young
J. F. Putnam
W. R. Meritt
V. L. Gallagher

fw dps

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1972

To: A. E. Johnson
Assistant State Highway Engineer

SUBJECT: Juniper Flat (Maupin) Section
Contract No. 7668
Request for Time Extension

FROM:

John A. Bond
John A. Bond
Construction Administration Engineer

Charles W. Royer, contractor on the subject project, has requested a 60-day extension of the contract time due to soft subgrade and haul road conditions in the spring of this year. Some pertinent dates on this project are as follows:

Bids opened	October 28, 1971 (14 bidders)
Contract sent	November 8, 1971
Day count started	November 19, 1971
Work started	December 13, 1971
150 calendar workdays allowed expired	July 23, 1972, project 75% done
Project complete	September 16, 1972
52 days liquidated damages accrued at \$100 per day	= \$5,200

This project covered the improvement of an existing county road some 5.6 miles in length with widening and some minor grade changes on the existing alignment and the construction of a 12-inch thick grid-rolled aggregate subbase. It did not include any asphalt or oiling surface work. The State offered a source for the aggregate subbase material which was some four miles off the job.

We note particularly the second paragraph of the Resident Engineer's September 29 report on this time extension request. He cites the spring problems of soft subgrade and the contractor's cooperation in working when he could but with the least detriment to the project and to the county road traffic. In hindsight, stop work orders might have been appropriate for some of these low production intervals of time when by mutual agreement with the contractor he avoided hauling that would damage the county's road and possibly have invoked a load limit. An event presumably beyond the control of the contractor occurred just as conditions were improving in late June when the State-controlled subbase material source was inadvertently flooded by irrigation waste water. The contractor utilized three other sources during the project. We have no notice of any claims from the contractor.

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OCT 19 1972

OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

A. E. Johnson
October 18, 1972
Page 2

There are no significant quantity overruns. Our engineering is overrun 8 percent.

We concur with the Resident and Region recommendations for a complete time extension on this project which would delete all liquidated damages. Rough draft letters to the contractor and to the Commission on the basis of such a 52-day extension are attached. This was a Secondary project and does not require specific approval by the FHWA.

JAB:fw
Attach.
cc: V. L. Gallagher

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding
Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7668 Contractor Charles W. Royer
Highway FAS 949
Section Juniper Flat (Maupin)
Kind of Work Grading and Base

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 52-day extension because of curtailment of subbase hauling in the spring and accidental flooding of subbase material source.

Recommended for Approval:

[Signature]
Division Engineer

[Signature] Admin.
Construction Engineer or
Bridge Engineer

[Signature]
Deputy State Highway Engineer

EP-8296-734

Contract No. 7668
Project designation S-589 (1)
State-Federal
Date awarded November 8, 1971
Work started December 13, 1971
Per cent completed 100% Sept. 16, 1972
Date
No. of Workdays Allowed 150
No. of Workdays Used 202
No. of Added Workdays Requested 60

OREGON STATE HIGHWAY COMMISSION

**Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract**

Oregon State Highway Commission
Salem, Oregon 97310

Date July 22, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ^{calendar}workdays from 150 days to 210 days, within which to complete our Contract No. 7668, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the ^{calendar}workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: **see letter attached**

Respectfully submitted,

Charles W. Royer

Contractor

By

Charles W. Royer

CONSENT OF SURETY

Date August 14, 1972

We, MARYLAND CASUALTY COMPANY
100 West Harrison Street
Seattle, Washington, as

surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of ^{calendar}workdays, and hereby agree to remain fully bound as surety in all respects as if the number of ^{calendar}workdays remained as stipulated in the original agreement.

C. Andrew Nasburg ^{Attorney-in-fact}

C. Andrew Nasburg ^{Resident Agent}

(SEAL)



PHONE 267-7526

CHARLES W. ROYER

EXCAVATING CONTRACTOR

841 Ocean Blvd. S.E. -- Coos Bay, Oregon 97420

July 22, 1972

W. Reid Meritt, Resident Engineer
Oregon State Highway Division
P. O. Box 420
The Dalles, Oregon 97058

Re: Contract No.
7668
FAS 949

Dear Mr. Meritt:

Due to conditions not under our control, we wish to ask for an extension of time.

All that could be accomplished up to March 15 was clearing, drilling, and very little excavation with scrapers.

Through April 15 we had to haul our shot rock to waste area as it was too wet to excavate and place in subgrade. The material had to be replaced with gravel to keep us in operation. April 15 we started to haul base, but we had soft subgrade.

Stations 140 to 145:

Stations 146 to 152:

wet pockets

stabilization not sufficient to put base rock in place

Station 172 to 180:

grade change made to eliminate a wet area caused by excessive rain and irrigation water

Stations 242 to 260:

sub base gave way to moisture

had to bridge area with rock to be able to haul--this cut our truck speed from forty miles per hour to twenty miles per hour

Our haul road from the County Pit over the county road became an impossibility due to no base on the road. The county advised us that we would be curtailed from hauling over this road until it dried up in July or rebuild at our expense which would have been too costly. We ~~we~~ were able to keep operating at a slow pace due to private sources bought by the contractor.

We tried to haul from the County Pit in the middle of June. On the twenty-third the county road was flooded with irrigation water. We had to move out; our private source also had irrigation water in it. On the twenty-seventh we had from three to four feet of irrigation water in the County Pit. All our material was soaked, and we were unable to get it out of our trailers.

We moved to a source two miles north of Tygh Valley and hauled until we were able to return to a private source as there was still a foot of water in the County Pit July 5.

We feel we made all effort and expenditure to eliminate the problems.

Sincerely yours,

Charles W. Royer
Charles W. Royer
Contractor

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OCT 4 - 1972

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7668

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO **G. L. Green, Acting Division Engineer** DATE **October 3, 1972**
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308
**Federal-aid Project
No. S-589(1)**

FROM **George M. Baldwin**
Administrator of Highways
by
L. H. Young
Programing Engineer

SUBJECT **Notification Contract Work Completed**

Contract 7668, Work Completed September 16, 1972

Project Juniper Flat (Hauptin)

Highway FAS 949

County Wasco

VG:pr

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DEC 21 1971
FORM E-30
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1971

NOTED
A. E. JOHNSON

SUBJECT: Engineering Overrun

To:

Mr. J. F. Putnam
Region Engineer
P.O. Box 1249
Bend, OR 97701

The weekly construction report for the week ending December 18, 1971 for the Juniper Flat (Maupin) Contract No. 7668 indicates that the project is 0% complete whereas the engineering is 48% expended.

Please take immediate steps to see that the engineering on this project is held to the absolute minimum.

F. D. Morgan
F. D. Morgan
Construction Engineer

EAP:fr

cc: A. E. Johnson

RECEIVED
DEC 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

Form Approved, O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. <u>11-118</u>	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) <u>11-24-71</u>	STATE <u>Oregon</u>
PROJECT REPORT NO. <u>7668</u> ³		COUNTY <u>Wasco</u>
		PROJECT NO. <u>S-580(1)</u>

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 2 ml. S. Tygh Valley, S. 5.7 ml.

"Juniper Flat (Maupin) Section"

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-6-71	5.829
OTHER (Specify)		

FUNDS

Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT

\$ 193,398.00

FEDERAL FUNDS

\$ 122,904.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

(Division Engineer)

For: R. E. Simpson

Date executed by
Division Engineer

NOV 24 1971

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The

contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however*, that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: *Provided*, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right-of-way of this project by utilities or private lines, it will by formal agreement with appropriate local government officials, regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

GPO 906-714

Oregon State Highway Division

Federal-Aid
Project S-589(1)

JUNIPER FLAT (MAUPIN) SECTION ON
COUNTY FAS ROUTE 949 IN WASCO COUNTY

Salem, Oregon, November 17, 1971

Project Agreement Estimate.

Type Code 2010
Roadway (Sta. 55+00 to Sta. 365+50)

Temporary Protection & Direction of Traffic	A11 Required		\$ 1,000.00
Clearing and Grubbing	A11 Required		6,000.00
Removal of Structures and Obstructions	A11 Required		500.00
Ditch Excavation	55 cu.yd.	1.25	68.75
Embankment in Place	38,500 cu.yd.	0.96	36,960.00
Trench Excavation	230 cu.yd.	3.00	690.00
Finishing Roadbed and Slopes	5.66 mile	1,500.00	8,490.00
Watering	1,800 M-gal.	4.00	7,200.00
Grid Rolled Aggregate Subbase	56,100 cu.yd.	1.60	89,760.00
12-inch Culvert Pipe	1,770 lin.ft.	3.77	6,672.90
18-inch Culvert Pipe	920 lin.ft.	5.20	4,784.00
18-inch Irrigation Pipe	230 lin.ft.	5.27	1,212.10
30-inch Irrigation Pipe	60 lin.ft.	8.45	507.00
36-inch Irrigation Pipe	40 lin.ft.	9.75	390.00
Salvage & Re-laying Pipe	40 lin.ft.	9.00	360.00
Roadside Seeding and Mulching	11 acre	400.00	4,400.00
			<u>\$168,994.75</u>
Flagging (60% of Contractor's Cost)	A11 Required		\$ 1,200.00
Temporary Erosion Control	A11 Required		200.00
			<u>\$ 1,400.00</u>
	Subtotal		\$170,394.75
	Engr. & Cont.		<u>23,003.25</u>
	Total		<u>\$193,398.00</u>

Length of Project - - - - - 5.829 Mile

Cost of Roadway Per Mile - - - - - \$33,178.58

SUMMARY OF FUNDS

Federal Funds	- - - - -	\$122,904.00
State Funds	- - - - -	35,247.00
County Funds	- - - - -	35,247.00
Total Cost		<u>\$193,398.00</u>

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7668

Prefix 533-1005

JUNIPER FLAT (MAUPIN) SECTION
FEDERAL-AID PROJECT NO. S-589(1)
Nonparticipating State Work

Furnish Mail Box Posts

All Required

\$ 200.00

RECEIVED
NOV 23 1971

S-589(1)
7668

November 23, 1971

Mr. Charles W. Royer
841 Ocean Boulevard, S. E.
Cannon Beach, Oregon 97420

Dear Mr. Royer:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7668 for work
on the Juniper Flat (Mazupin)
Section of FAS 949 in Wasco
County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc
Enclosure

cc Maryland Casualty Company
Baltimore, Maryland 21203

cc Maryland Casualty Company
180 West Harrison Street
Seattle, Washington

cc F. D. Morgan
I. D. Merchant
L. E. Young
Attn: Vince Gallagher
J. F. Putnam
W. Reid Meritt

DIETHELF
NOV 8 - 1971

5-587(1)
7668

November 8, 1971

Mr. Charles W. Royer
841 Ocean Blvd., SE
Gresham, Oregon 97030

Dear Mr. Royer:

The State Highway Commission on November 1, 1971, accepted your proposal for work on the Juniper Flat (Mazupin) Section on FAS 949 in Wasco County and referred it to the State Highway Engineer with authority to award the contract as soon as Wasco County approves the project and deposits \$36,900.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7668.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and head pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by the Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin November 19, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc

Pac. Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wa. & Portland

Frank Morgan
L. H. Young Attn: Vince Gallagher
I. D. Merchant

J. F. Putnam
W. Reid Meritt
Wm. Geibel (SAIF)

RECEIVED
NOV 2 - 1971

FOR FILING

S-589(1)
17668

November 2, 1971

Charles J. Boyer Excavating
241 Ocean Blvd., SE
Coos Bay, Oregon 97420

Gentlemen:

The State Highway Commission on November 1, 1971, accepted your bid in the amount of \$168,994.75 on the Juniper Flat (Maupin) Section of FAS 949 in Wasco County, which was the low bid received for that job on October 28, 1971.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as Wasco County approves the project and deposits \$38,900. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Respectfully,

cc Frank Morgan
Ivan Merchant
J. F. Putnam
W. Reid Maritt

587(1)
7668

10-6-71

TRANSACTION NUMBERS 10-207 AND 10-208				U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS		STATE HIGHWAY DEPARTMENT	DATE
FORM PR-48 (REV. 7-67)				TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS (PPM 21-1)		BY (Signature) Mr. Young's	SEPTEMBER 23, 1971 LET
CLASS OF FEDERAL FUNDS				OTHER IDENTIFICATION AND/OR REMARKS (State)		TITLE PROGRAM & PLANNING ENGINEER	
☐ FAI ☐ FAP ☐ FAV ☒ FAS ☐ OTHERS							
STAGE 1		STAGE 2		FEDERAL FUNDS		LOCATION	
ITEM NOS.	THRU	ITEM NOS.	1067 THRU 1068			WORK	
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST				
1067	S-589(1)	5.7	285,000	181,000		JUNIPER FLAT (MAUPIN) SECTION GRADE, DRAIN AND LOW TYPE SURFACING.	
1068	S-494(5)	2.5	300,000	190,000		DESCHUTES RIVER CANYON SECTION GRADE, DRAIN AND HIGH TYPE PAVEMENT.	
REMARKS (Division) YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF. ON ITEM 1068 THE DEVIATIONS FROM THE MINIMUM DESIGN STANDARDS OF THE APPROVED SECONDARY ROAD PLAN ARE APPROVED SUBJECT TO THE INSTALLATION OF PROPER SIGNING, CENTERLINE STRIPING AND THE INSTALLATION OF ADEQUATE GUARDRAIL AND GUIDEPOSTS THROUGHOUT, WITH SPECIAL ATTENTION GIVEN TO THE APPROACHES TO THE BRIDGE ACROSS THE DESCHUTES RIVER.							
RECOMMENDED				APPROVED			
SIGNATURE AND TITLE				SIGNATURE AND TITLE			
DATE				DATE			
				10-6-71			
				FOR: R. E. SIMPSON, DIVISION ENGINEER			

Young
10-14-71

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

RECEIVED
OCT 18 1971

FOR FILING

S-589(1)
7668

September 27, 1971

Wasco County Court
Courthouse
The Dalles, Oregon 97058

MISC. CONTRACTS and
AGREEMENTS No. 4315

Attention: Harold A. Howard
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a construction finance agreement pertaining to the sub-grade for the Juniper Flat (Maupin) Section on FAS 949.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

For
Att.

cc H. S. Cox
(agree. att.)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
September 21, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Construction-Finance Agreement
Juniper Flat Section
FAS 949
Wasco County

Attached for your signature of approval and the Highway Commission Secretary's certification are three copies of the subject agreement.

Project approval was received at the August 18, 1970
Highway Commission meeting.

D. N. Harwell
D. N. Harwell
Coordinating Engineer
County and City Section

DNH:ljt
Att.

*I can
please distribute
K*

RECEIVED
SEP 27 1971

FOR FILING

S-589(1)
7668

September 23, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for three Secondary Projects, Item Nos. 1067 through 1069, which we desire to have included in the Federal-aid Secondary Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for these projects on October 28, 1971.

We are enclosing copies of State Clearinghouse review for each project and District 9 and 12 Clearinghouse review for Items 1067 and 1069, respectively. Notice of Intent was sent to District 10 Clearinghouse on April 23, 1970, for Item 1068 and said Notice has lain before District 10 Clearinghouse more than 30 days without action, therefore, it is assumed no adverse review or comments will be made.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. M. Young
Program & Planning Engineer

Encl.

JG:dg

MONTHLY TRANSACTION NO.				FORM PR-1 (REV. 4-61)				FEDERAL-AID (PP)			
DATE SUBMITTED TO W.O.				9-23-71							
CARD 2	REPORT NUMBER 1		PROJECT LOCATION (45 typewriter spaces) Co. Rd. 2 mi. S. Tygh Valley, S. 5.7 mi.				ADT		PRESENT 35	FUTURE 60	YR.
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., Low-Type Surf.				NATL. FOREST	FM ROUTE NO.	SUPV AGENCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. A
CARD 4	CLASS OF FEDERAL FUNDS Secondary								COUNTY NAME Was		
	NAME OF URBAN AREA								ROUTE NO. S	FEDERAL 94	
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST FEDERAL FUNDS		
1	(14) (5)	(16)	41	42	3	46	53	(54) (55) (56)	(57) (58)		
5					PE		Co. Rd. 2 mi. S. Tygh Valley, S. 5.7 mi. to Jct. with Wapinitia Hwy. approx. 4 mi. W. of Maupin				
1					ROW		"Juniper Flat (Maupin) Section"				
5					CONST (CODE) 2010			5.7	285,000	181,000	
CARD 1	CODE 1	PREPARED BY				PROJECT TOTALS		5.7	285,000	181,000	
1	14	PROGRAM APPROVAL DATES						(16)	(23) (24)		

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

9-23-71

y, S. 5.7 mi.		ADT	PRESENT 35	FUTURE 60	YEAR 91	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 022	ITEM NO. 1067
PH ROUTE NO.	SUPV AGENCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S) NUMBER		SEQ. NO.	I. Projects Only POST MI. DESIG.	
						S-	589	(1)		

COUNTY NAME Wasco		CODE 065	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. S	FEDERAL-AID 949	STATE Co. Rd.	U.S.

MILES	ESTIMATED PROJECT COST BY PHASES				CHARACTER OF PROPOSED WORK (Full description)
	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
H. S. Tygh 5.7 mi. to Wapinitia 4 mi. W.					Gr., Dr., low-type surface. (Future 2-11' lanes 0 - 11 oil mat surface with 4' shldrs. incl. rock leveling course). ROW - 60' min.; Access Control - none Parking Restrictions - none.
5.7	285,000	181,000	52,000	52,000 (Co.)	
PROJECT TOTALS	5.7	285,000	181,000	52,000	52,000 (Co.)

REMARKS

-OVER-

JUNIPER FLAT (MAUPIN) SECTION
PROJECT NO. S-589(1)

Existing Facilities: 22' to 26' gravel surface.

Adjacent Sections:

North End: 24' gravel surface.
South End: Wapinitla Highway.

Project Data: Grade and drain, rock surface to accommodate a completed facility having 2-11' lanes with 4' shoulders. Relocate and adjust a portion of an irrigation facility.

NOTE: County forces will place future rock leveling course and 0-11 oil mat wearing surface.

Right-of-Way: 60' min.

Relocation Assistance Payments: Will be made by County as required.

Access Control & Parking Restrictions: None

Exceptions to Minimum Design Standards: None

System Action: Completed

Railroads, Airports, Water Developments, Historical & Recreational Areas: None involved.

Public Hearings: Opportunity to request a hearing advertised on July 12, & 19, 1971. Informed by County Court on August 16, 1971, that no requests were received.

Social, Economic & Environmental Effects Considered: Yes, and "Negative Environmental Statement" concurred in as of September 3, 1971.

Location/Design Approval: Granted September 9, 1971, under provisions of Secondary Road Plan. Clearinghouse Approval:

- a. State - - - - September 15, 1970
- b. District 9 - - - September 9, 1970

Route Data: This route serves a farming and ranching area and is a mail and school bus route.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

RECEIVED
SEP 24 1971

FOR FILING

5-589(1)
7668

September 23, 1971

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Secondary projects:

<u>Item No.</u>	<u>Project No.</u>	<u>Name</u>
1067	8-589(1)	Juniper Flat (Maupin) Section
1068	8-494(5)	Deschutes River Canyon Section
1069	8-406(4)	Irrigon Jct.-Middle Fork Juniper Canyon Section

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.

JG:dy

cc: R. H. Chase
B. L. Gifford

September 10, 1971

CHRONICLE

The Dalles, Oregon 97058

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in or near the City of Maupin, Wasco County, Oregon, relative to the proposed improvement of the Juniper Flat Section of Victor, Confer and Bothwell Roads.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Friday, September 17, 1971, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication for the date of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. J. F. Putnam, Regional Engineer, 382-1911, extension 24, Bend.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:lat
Att: Notice

cc: Federal Highway Administration
Program and Planning, 2
Accounting Section: 533-1410-980
County and City Section
Public Information
J. F. Putnam, Regional Engineer

R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. E. Hunter
V. D. Wolfe
L. H. Young
F. L. Hall
R. N. Chase
B. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, at the request of the Wasco County Court, has approved the location and design of the Juniper Flat Section on Victor, Confer, and Bothwell Roads near Maupin, Wasco County, effective September 9, 1971.

The proposal consists of drainage, grading and base surfacing 30 feet wide from the Wapinitia Highway north approximately 5.7 miles.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:lat
9/10/71

CHRONICLE, The Dalles

LOCATION - DESIGN APPROVAL

COUNTY: Wasco

SECTION: Juniper Flat (Maupin)

FAS NO.: 949

ROAD NAME: Victor, Confer and Bothwell Roads

PROJECT DESCRIPTION:

Drain, grade, and base a two-lane facility with a top width of 30 feet from the Wapinitia Highway north approximately 5.7 miles. Wasco County will place the leveling course and bituminous surface 22 feet wide with 4-foot gravel shoulders.

ESTIMATED COST: \$250,000

HIGHWAY COMMISSION APPROVAL: August 18, 1970

HEARING: Opportunity afforded, no requests received

STATE CLEARINGHOUSE REVIEW: September 15, 1970

SECTION 204 REVIEW: None required

HEARING CERTIFICATION: August 27, 1971, by R. L. Porter

ENVIRONMENTAL STATEMENT: Negative Declaration, September 3, 1971, by F. B. Klaboe

REMARKS:

APPROVED: September 9 19 71

Assistant State Highway Engineer

RECEIVED
FORM E-30 (REV. 10-60)
SEP 7 - 1971

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

August 27, 1971

To: Mr. R. L. Porter
State Highway Engineer

BUILDING

SUBJECT: Juniper Flat Section
Victor, Confer and Bothwell Roads
FAS 949
Wasco County

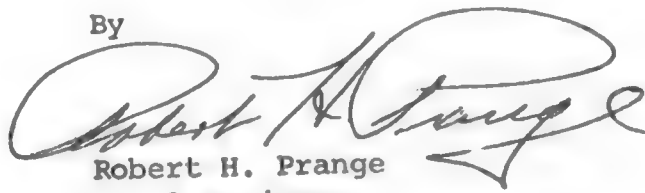
Attached for your signature are two copies of a hearing certification required by Section 128, Title 23 U.S.C.

We have on file Affidavits of Publication and letters from County stating that the opportunity for a public hearing was afforded the public relative to the proposed project and that no one requested a hearing.

If approved, will you please return a signed certification to this office for filing and further distribution.

H. S. Cox
County and City Engineer

By


Robert H. Prange
Rural Engineer

RHP:ljt
Att.

cc: Tom Edwards
E. B. Klaboe
A. E. Johnson
L. H. Young
F. L. Hall
R. N. Chase

RECEIVED
AUG 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

CHRONICLE

August 23, 1971

The Dalles, Oregon 97058

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in or near the City of Maupin, Wasco County, Oregon, relative to the proposed improvement of the Juniper Flat Section of Victor, Confer and Bothwell Roads.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Friday, August 27, 1971, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication for the date of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. J. F. Putnam, Regional Engineer, 382-1911, extension 24, Bend.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

HP:ljt
Att: Notice

cc: Federal Highway Administration
Program and Planning, 2
Accounting Section: 533-1410-980
County and City Section
Public Information
J. F. Putnam, Regional Engineer

R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
V. D. Wolfe
L. H. Young
F. L. Hall
R. N. Chase
B. L. Gifford

DEPT OF TRANSPORTATION
SEP 14 1971

FOR FILE

S-589(1)
7668

MEMO TO THE FILE
September 10, 1971

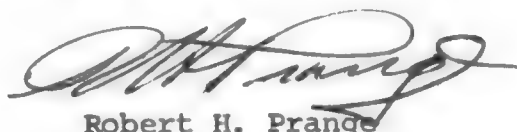
Juniper Flat (Maupin) Section
Victor, Confer, and Bothwell Roads
FAS 949
Wasco County

Pursuant to ORS Chapter 376, Section 2, Subsection 2(b) and (c), footpaths and bicycle trails are not required to be established if the cost of establishing footpaths and bicycle trails would be excessively disproportionate to need or probable use and where sparsity of population indicates an absence of any need for such paths or trails.

Because of the disproportionate costs, lack of need or probable use, and sparsity of population, it is not planned to establish footpaths or bicycle trails in connection with the subject project.

H. S. Cox
County and City Engineer

By



Robert H. Prange
Rural Engineer
County and City Section

RHP:lat

cc: F. B. Klaboe
L. H. Young
F. L. Hall
W. H. Tebeau
W. J. Hart



RECEIVED
FORM 6-30 (12-67)
SEP 7 - 1971

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 2, 1971

NOTED
F. B. KLABOE

S-589 (1)
7668

SUBJECT:

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

Juniper Flat Section
FAS 949
Wasco County

BUILDING

The subject environmental impact statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the social, economic and ecological aspects of the project.

If you agree as to the adequacy of this declaration, please indicate concurrence as the FHWA agent for secondary projects by signing each declaration in the space provided and returning same to this office for distribution.

not
signed
9-7-71

R. D. Asburry

R. D. Asburry
Assistant Program & Planning Engineer

Attach.

cc: V. D. Wolfe, w/encl.
F. L. Hall
W. H. Tebeau
B. L. Gifford

RECEIVED
SEP 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 30 1971

FOR FILING
FORM E-30 (REV 10-69)

S-589(1)
7668

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

August 27, 1971

To: Mr. R. L. Porter
State Highway Engineer

BUILDING

SUBJECT: Juniper Flat Section
Victor, Confer and Bothwell Roads
FAS 949
Wasco County

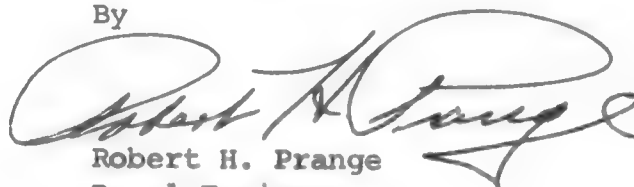
Attached for your signature are two copies of a hearing certification required by Section 128, Title 23 U.S.C.

We have on file Affidavits of Publication and letters from County stating that the opportunity for a public hearing was afforded the public relative to the proposed project and that no one requested a hearing.

If approved, will you please return a signed certification to this office for filing and further distribution.

H. S. Cox
County and City Engineer

By


Robert H. Prange
Rural Engineer

RHP:ljt
Att.

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
L. H. Young
F. L. Hall
R. N. Chase

*signed certif to Co-city
8-27-71*



MEMORANDUM TO THE FILE

Re: Juniper Flat Section
Victor, Confer and Bothwell Roads
FAS 949
Wasco County

I certify in behalf of the Oregon State Highway Division that the opportunity to request a location-design hearing was afforded the public relative to the proposed project on the Juniper Flat Section of Victor, Confer and Bothwell Roads, FAS 949, in Wasco County, and that no requests for a hearing were received.

I further certify that the Highway Division, with Wasco County, has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

By

R. L. Porter

Date

Apr 27, 71
aug.

RHP:ljt
8/24/71

RECEIVED
SEP 8 - 1971

FOR FILE

5-587 (1)
7668

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
August 20, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Juniper Flat Section
FAS 949
Wasco County

This negative declaration is preceding our location and design approval request for this FAS-C project.

LOCATION AND
DESCRIPTION
OF PROJECT

The proposed project is located on Victor, Confer and Bothwell Roads in the Juniper Flat area approximately five miles west of Maupin in Wasco County.

The proposal consists of grading, draining, and base surfacing a two lane facility along existing county roads from the Wapinitia Highway northerly approximately 5.7 miles. Wasco County will place a bituminous wearing surface 22 feet wide with 4 foot oiled shoulders, acquire right-of-way, and cause utilities to be moved.

PURPOSE
OF
PROJECT

The purpose of the project is the improvement of the present roadway both in width and alignment. The Maupin Area Advisory Committee of the Wasco County Planning Commission, in reviewing the road system, proposed that this route improvement would best serve the needs of the transportation system in the area, by providing a safer, all-weather, maintenance-free road.

DISCUSSION OF
ENVIRONMENTAL
IMPACTS

This route is an important county arterial. It serves as a farm-to-market, mail, and school bus route for the surrounding agricultural area, the City of Maupin, and the community of Tygh Valley. By the proposed reconstruction of the existing facility, motorist safety and mobility will be significantly improved.

The route does not cross any substantial water courses. Utility systems include aerial power and underground telephone cables which will require minor adjustments. Existing irrigation ditch crossings will be restored in a like or better condition.

Additional right-of-way will be required; however, acquisitions will be in the form of narrow strip takings parallel to the existing right-of-way lines. No property will be seriously impaired and all existing access points will be restored.

Mr. F. B. Klaboe

-2-

August 20, 1971

The completed project will materially benefit the area by alleviating dust and rough roadway problems, and provide an aesthetically pleasing roadway section. It will ultimately serve as a vital link in the planned improved transportation system for that area of Wasco County.

The opportunity for a public hearing was afforded by the Wasco County Court and no requests were received. Wasco County held an informal meeting with the property owners and residents of the area and informed them of the implications of the proposal. The Area Advisory Committee has considered the effects of the proposal and endorsed the project.

Pedestrian paths and/or bicycle trails are not planned for this proposal because the cost of establishing such paths and trails would be excessively disproportionate to the need and use. Sparsity of population indicates an absence of any need for pedestrian paths and bicycle trails.

**BASIS FOR
NEGATIVE
DECLARATION**

The benefits of the proposal to road system and the surrounding community will outweigh the small loss of private land and the temporary inconvenience to the road users. Detrimental effects, if any, to the local environment, will be negligible; therefore, approval of this negative declaration is justified.

H. S. Cox
County and City Engineer

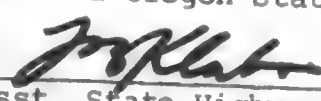
By


Robert H. Prange
Rural Engineer

RHP:ljt

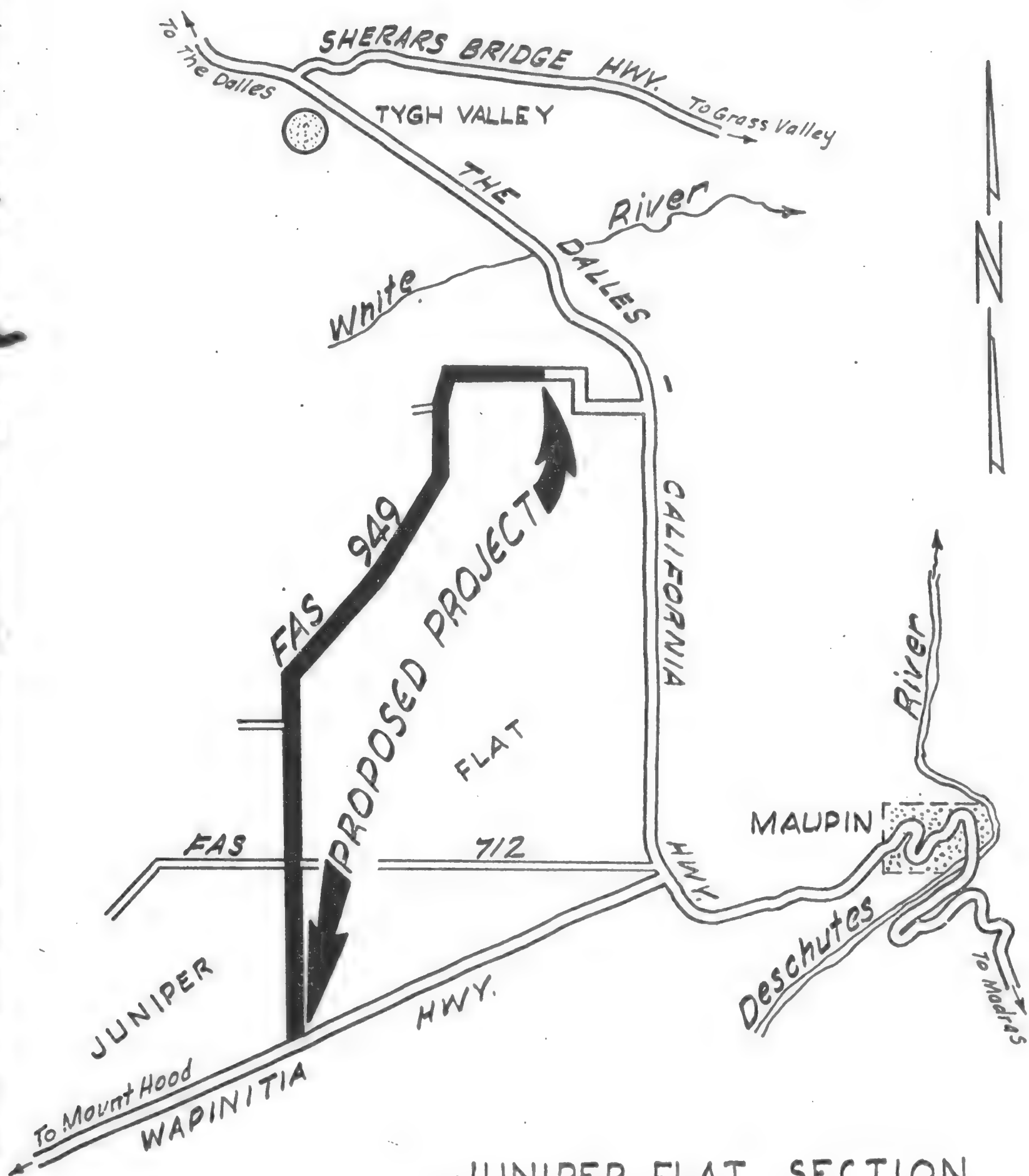
Endorsement of Oregon State Highway Division

Concur


Asst. State Highway Engineer

Date

9/3/71



JUNIPER FLAT SECTION
VICTOR, CONFER & BOTHWELL ROADS
WASCO COUNTY

RECEIVED
APR 13 1971

FOR FILING

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 1

Section: Juniper Flat (Maupin)

Highway: F.A.S. 949

County: Wasco

Prefix: 533-1410

Res. Engr. J. S. Sawyer

Approx. Length 7.2 miles

Sta. _____ to Sta. _____

Date 4-2-71

Mean Truck A.D.T. 6

Traffic Coefficient 5.0

18 kip s. a. per day 1.0

Annual Precipitation 17"±

Frost Penetration 30"±

CBE Total Requirement 14.5

(1)

Typical Soil

22 LL

3 PI

98 %P 10'

61 %P 200

2 % Gravel

7 % C Sand

30 % F Sand

47 % Silt

14 % Clay

17 R Value

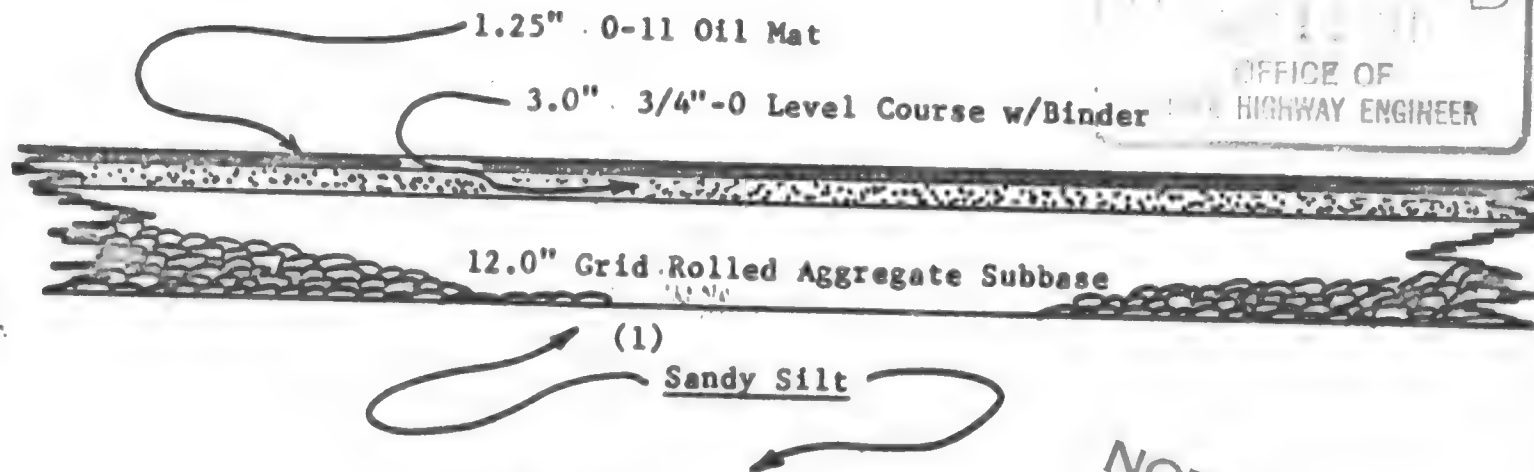
A-4 AASHO Classif.

Materials Source:

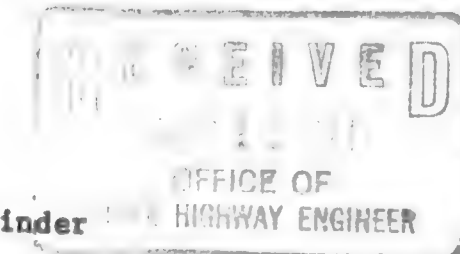
To be provided by
Wasco County.

Credit	Actual Thick.	Component
1.5	1.25	0-11
3.0	3.0	Level
9.5	12.0	G.R.A.S.
14.0	16.25	

STRUCTURAL SECTION



See remarks on Page 2.



NOTE
F. B. KLABOE

F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

Submitted by [Signature]
Base Design Engineer

Recommended by [Signature]
Engineer of Materials and Research

Recommended by [Signature]
Asst. Program and Planning Engineer

Approved by [Signature]
Asst. State Highway Engineer

SECTION: Juniper Flat (Maupin)HIGHWAY: F.A.S. 949COUNTY: Wasco**"OTHER ROADS"**

<u>Traffic</u> <u>Coefficient</u>	<u>A.C.</u> <u>Wearing</u> <u>Surface</u>	<u>3/4"-0</u> <u>Aggregate</u> <u>Base</u>	<u>Aggregate</u> <u>Base</u>	<u>"CBE"</u> <u>Total</u> <u>Requirement</u>	<u>Actual</u> <u>Thickness</u>
--------------------------------------	---	--	---------------------------------	--	-----------------------------------

N O N E**Remarks:**

The State's participation is to complete survey, plans, grading, and place the bottom base course.

Wasco County will place the level course and oil mat.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete	=	2.0 "	Crushed Base
1.0" Plant Mix Bituminous Base	=	1.8 "	Crushed Base
1.0" Cement Treated Base	=	1.8 "	Crushed Base
1.0" Oil Mat	=	1.1 "	Crushed Base
1.0" Stone Subbase	=	0.8 "	Crushed Base
1.0" Lime Treated Subgrade	=	--- "	Crushed Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Juniper Flat (Maupin)

HIGHWAY: F.A.S. 949

COUNTY: Wasco

35 Present ADT (1971)
10 Percent Trucks

<u>AXLES</u>	<u>TWO WAY TRUCK ADT</u>	<u>EXPANSION FACTOR</u>	<u>TOTAL TADT</u>	<u>MEAN TADT</u>	<u>ONE WAY EWL</u>	<u>AVERAGE ANNUAL EWL</u>
					450	<u>1800</u>
2	<u>3</u>	<u>1.7</u>	<u>5</u>	<u>4</u>		
					1000	<u>2000</u>
3	<u>1</u>	<u>1.7</u>	<u>2</u>	<u>2</u>		
					1250	<u>- - -</u>
4	<u>0</u>	<u>---</u>	<u>--</u>	<u>--</u>		
					3180	<u>- - -</u>
5	<u>0</u>	<u>---</u>	<u>--</u>	<u>--</u>		
					2570	<u>- - -</u>
6	<u>0</u>	<u>---</u>	<u>---</u>	<u>--</u>		
				<u>6</u> TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 3800

TWENTY YEAR EWL 76,000

TRAFFIC COEFFICIENT 5.0

SECTION: Juniper Flat (Maupin)
 HIGHWAY: F.A.S. 949
 COUNTY: Wasco

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good x Fair _____ Poor _____
 Remarks: _____
5. Cost Comparisons: _____ None made -- See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil Mats
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration for this project.
10. Stimulation of Competition: Not a consideration for this project.
11. Construction Consideration: Not a consideration for this project.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County selected an Oil Mat.
13. Traffic Safety: Not a consideration for this project.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

See Item 12.



RECEIVED
FEB 22 1971

FOR FILING
OREGON STATE
HIGHWAY DIVISION

R. L. Porter
3 M

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 11, 1971

TOM MC CALL
GOVERNOR

S-589(1)
7668

Oregon State Highway Commission

Gentlemen:

Attached are tabulations describing two proposed Federal Aid Secondary projects, one in Jackson County and the other in Wasco County.

Jackson County is requesting a paving project on the Summit-Howard Prairie Access Road Section of Dead Indian Road (PAS 15-500). The PAS funds required for this project are estimated to be \$220,000, of which \$44,000 will be the cost to the State.

*R. L. Porter
Jackson*

The Highway Commission at the August 28, 1970 meeting, approved Wasco County's request for a grading project on the Juniper Flat Road Section on PAS 949. The County is now requesting that this project include one foot of base rock in addition to the grading. The PAS funds required for this project are estimated to be \$125,000 of which \$25,000 will be the cost to the State.

*Count
R. L. Porter
Wasco*

These projects have been investigated and are eligible for the use of PAS funds. The total PAS funds required for these projects is estimated to be \$345,000, of which \$69,000 will be the cost to the State.

These projects will be on the agenda for the February 16 meeting and I recommend their approval.

Very truly yours,

ORIGINAL SIGNED
R. L. PORTER

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Att. V. D. Wolfe

H. S. Cox
L. H. Young
V. E. Skoog

J. F. Putnam
C. T. Keasey



RECEIVED
FEB 22 1971

FOR FILING
OREGON STATE
HIGHWAY DIVISION

R. L. Porter
3 M

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 11, 1971

TOM McCALL
GOVERNOR

S-589(1)
7668

Oregon State Highway Commission

Gentlemen:

Attached are tabulations describing two proposed Federal Aid Secondary projects, one in Jackson County and the other in Wasco County.

Jackson County is requesting a paving project on the Summit-Howard Prairie Access Road Section of Dead Indian Road (FAS 15-500). The FAS funds required for this project are estimated to be \$220,000, of which \$44,000 will be the cost to the State.

R/LW PL
Jackson

The Highway Commission at the August 28, 1970 meeting, approved Wasco County's request for a grading project on the Juniper Flat Road Section on FAS 949. The County is now requesting that this project include one foot of base rock in addition to the grading. The FAS funds required for this project are estimated to be \$125,000 of which \$25,000 will be the cost to the State.

Count
R/LW PL
Wasco

These projects have been investigated and are eligible for the use of FAS funds. The total FAS funds required for these projects is estimated to be \$345,000, of which \$69,000 will be the cost to the State.

These projects will be on the agenda for the February 16 meeting and I recommend their approval.

Very truly yours,

ORIGINAL SIGNED
R. L. PORTER

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Att. V. D. Wolfe

H. S. Cox
L. H. Young
V. E. Skoog

J. F. Putnam
C. T. Keasey

FORM E-30 (REV. 10-69)
RECEIVED
MAR 30 1971

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

FOR FILING

Const
R/W
Co. Rd. Dept.

Wasco

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SALEM, OREGON
February 9, 1971

SUBJECT: Proposed FAS-C Projects

Attached are 12 copies of the tabulations, with map attachments, describing two FAS-C projects, one in Jackson County and the other in Wasco County.

Jackson County is requesting a paving project on the Summit-Howard Prairie Access Road Section on Dead Indian Road, FAS 15-500. The County, with their own forces, will construct the road bed and prepare the section for the paving contract.

At the August 28, 1970 meeting, the Highway Commission approved Wasco County's request for a grading project on the Juniper Flat Road Section of FAS 949. The County is now requesting that this project include one foot of base rock in addition to the grading. It is estimated that the addition of the one foot of base rock will increase the project cost by \$125,000.

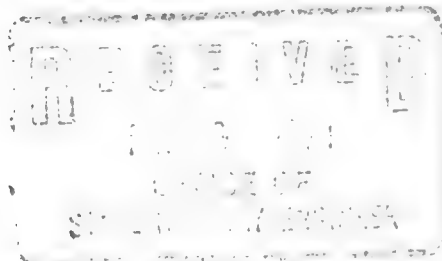
These projects have been investigated and are eligible for the use of FAS funds. The total FAS funds required is estimated to be \$345,000, of which \$69,000 will be the cost to the State.

If satisfactory, these projects should be presented to the Highway Commission for approval at the February 16, 1971 meeting. A draft of a suggested letter to the Highway Commission is attached.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

Att.



PROPOSED FISCAL YEARS 1971 & 1972 COUNTY FAS PROJECTS

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMMED AMOUNT	STATE SHARE
JACKSON	15-500	Summit-Howard Prairie Access Road Section, Dead Indian Road. Paving. 4.4 miles.	\$220,000	\$44,000
WASCO	949	Juniper Flat Road Section. Base rock. 7.2 miles.	125,000	25,000
(NOTE: Commission approved grading project on this section at the August 18, 1970 meeting for \$100,000. The combined project is estimated at \$225,000.)				
TOTAL			\$345,000	\$69,000

SUMMARY BY FISCAL YEARS

Allocated funds
Approved Projects (corrected to date)
Unprogrammed Balance
Projects Proposed
Unprogrammed Balance

1971
\$5,067,000
5,067,000

\$ ---

1972
\$5,054,000
942,000
4,112,000
345,000
\$3,767,000

TOTAL
\$10,121,000
6,009,000
4,112,000
345,000
\$ 3,767,000

71-b
2/8/71

Copy in minutes

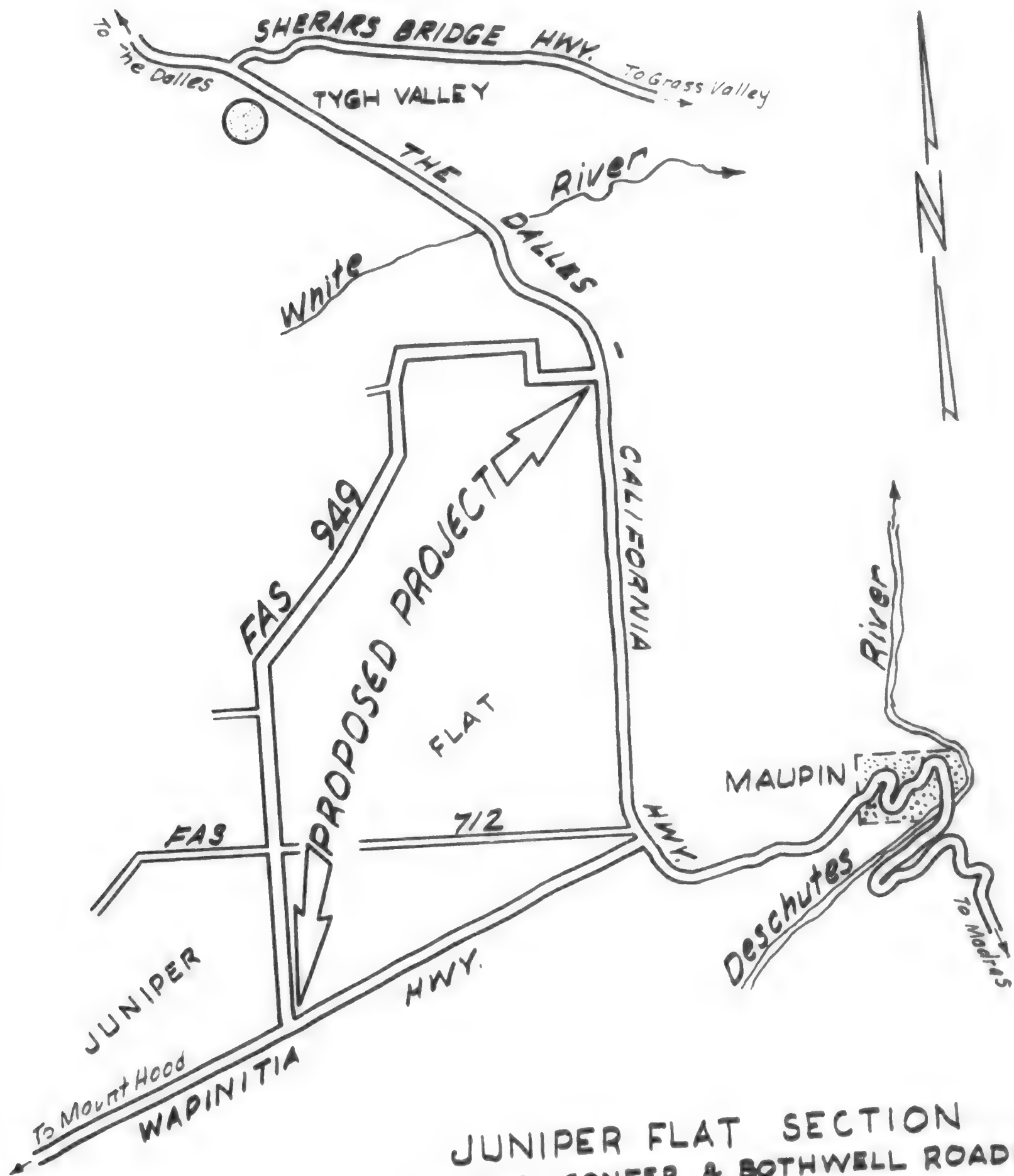
WASCO COUNTY
Proposed Project (1970 Funds)

FAS 949: Juniper Flat Section. Place base rock, 7.2 miles. \$125,000.

At the August 18, 1970 meeting, the Highway Commission approved Wasco County's request for a grading project on this same section. The County is now requesting that a foot of selected base rock be included as part of the project. Following this, the County will complete the base and place a wearing surface with their own forces.

State is to make survey and plans.

Note: The grading work on this section was estimated to cost \$100,000. After combining grading and base rock into one project, the total estimated cost is now \$225,000.



JUNIPER FLAT SECTION
VICTOR, CONFER & BOTHWELL ROADS
WASCO COUNTY

10V 2 - 1970

PREFIX NO. 533-1410

10 - 27 70

LOCATION PROSPECTUS
JUNIPER FLAT SECTION - FAS 949
WASCO COUNTY

HIGHWAY:

FAS 949 (Victor, Confer and Bothwell Roads).

TERMINI:

Northerly terminus is at junction of Victor Road with The Dalles-California Highway, M.P. 37.51. This point is 3.62 miles southerly of the city of Tygh Valley. The southerly terminus is at the junction of Bothwell Road and the Wapinitia Highway, M.P. 23.18. This point is 2.99 miles westerly from the junction of Wapinitia Highway with The Dalles-California Highway.

LENGTH:

Overall length is 7.2 miles.

PROGRAM:

County FAS project.

NARRATIVE:

This will be a location survey to prepare plans and specifications for constructing subgrade for a roadway having a top width of 30 feet. Included are clearing, grading and drainage. County will rock and pave roadbed. Utilities are involved--Wasco Electric Co-op and Juniper Flat District Improvement Company. Additional right of way will be required. The route will follow the existing alignment.

TYPICAL SECTION:

Two 11-foot travel lanes with 4-foot shoulders. Travel lanes are oil mat, shoulders gravel.

BRIDGES:

None.

ACCESS:

Determined by Wasco County.

MATERIAL:

Source of material to be contractors responsibility.

ADD'L FACILITIES:

There are no railroads or major stream crossings.

AGREEMENTS:

Routine FAS-C project.

PARKS:

None affected.

October 27, 1970
Attachment

NOTED
TOM EDWARDS

Location Prospectus - Page 2
Juniper Flat Section - FAS 949

cc: Federal Highway Administration (3)

J. F. Putnam (3)

R. L. Porter

F. B. Klaboe

A. E. Johnson

E. S. Hunter

V. D. Wolfe

R. N. Bothman

F. B. Crandall

F. L. Hall

Ivan Merchant (4)

D. H. Moehring (3)

F. D. Morgan

L. H. Young

J. M. Cartwright (2)

R. N. Chase

H. S. Cox (2)

B. L. Gifford

W. N. Hackleman

V. J. Johnson

A. D. Olson

R. E. Olson

Jack Rowland

Robert Royer

C. G. Swenson

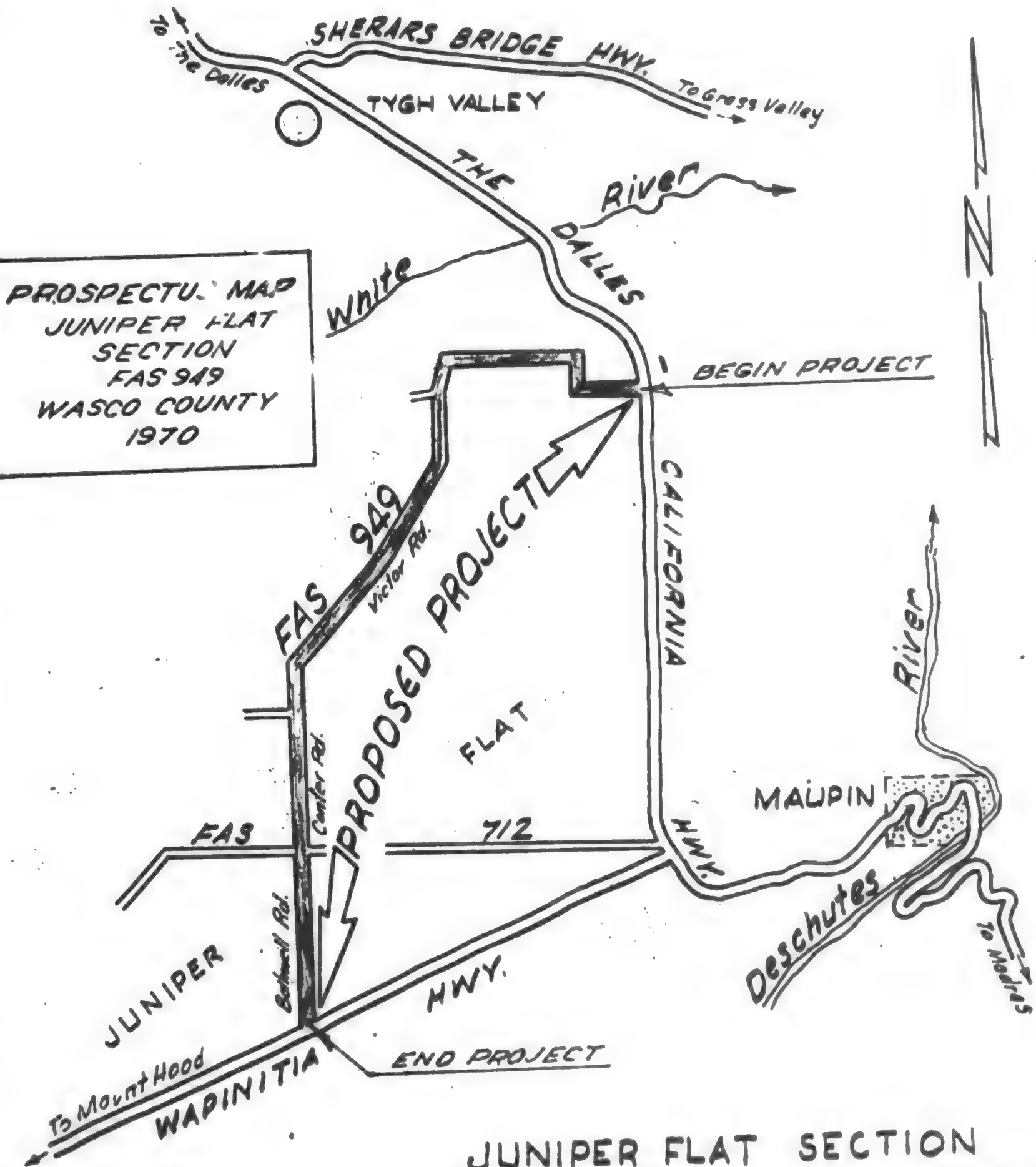
W. H. Tebeau

F. E. Terpin

G. C. Wills

F. W. Yarbrough (2)





JUNIPER FLAT SECTION
VICTOR, CONFER & BOTHWELL ROADS
WASCO COUNTY

EXECUTIVE DEPARTMENT
CAPITOL BUILDING, SALEM, OREGON 97310

MEMORANDUM

TO: Agency Addressed
FROM: Program Planning Division
SUBJECT: Notices of Intent to Apply for Federal Aid

The following is a listing of Notices of Intent received by the Federal Aid Coordination Unit during the week ended August 21, 1970.

Distribution of information relative to these projects has been made to the appropriate state agencies for review. If your agency was not included in the distribution and you desire, for a particular reason, to examine and comment on any of the proposals, please advise the Federal Aid Coordination Unit. Necessary information will be supplied as promptly as possible. The request may be made in writing or by telephone.

Date Received	Applicant	Project Description	Location	Admin. Dist.
8/17/70	Cities of Kernville and Gleneden Beach and Lincoln Beach Water District	Improvements to Water Supply (70.0399)	Lincoln County	4
8/18/70	City of Molalla	Water Service for Molalla and Environs (70.0400)	Molalla and Environs	2
8/19/70	Sherman County Planning Commission	Solid Waste Disposal (70.0401)	Sherman County	9
8/19/70	City of Brookings	Sewage Line Construction (70.0402)	Brookings	7
8/20/70	State Library	Tillamook County Library Services (70.0403)	Tillamook	1

SEP 1 1970

5589 (7)

7668

NOTED
F. B. KLABOE

NOTED
JOE EMMES

<u>Date Received</u>	<u>Applicant</u>	<u>Project Description</u>	<u>Location</u>	<u>Admin. Dist.</u>
8/20/70	State Library	Southern Oregon Library Federation Library Services (70.0404)	Medford	6,7,9,11
8/20/70	State Library	Dufur Public Schools Dist. 29-C Library Services (70.0405)	Dufur	9
8/20/70	State Library	Columbia County School District No. 5J Library Services (70.0406)	Clatsop & Columbia	1,2
8/20/70	State Library	Portland State University-Oregon State Library Interlibrary Cooperation (70.0407)	Salem	Statewide
8/21/70	Highway Division	O.L.&W Canal (Power Line) Bridge: Powerline Road (70.0408)	Umatilla County	12
8/21/70	Highway Division	I 80N Middle Fork Juniper Canyon Bombing Range Road (70.0409)	Morrow County	12
8/21/70	Highway Division	Juniper Flat Section (70.0410)	Wasco County	9

RECEIVED

AUG 21 1970

FOR [illegible]

5-589(1)
7668

- Phone 378-4563

August 20, 1970

Mid-Columbia Economic Development District
Wasco County Courthouse
The Dalles, Oregon 97058

Gentlemen:

Attached for your review and comments as District clearinghouse (re: Executive Memorandum 02-170-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal-Aid Secondary (County)

Juniper Flat Section
FAS 940, Wasco County

The estimated date of filing for federal-aid funds on this project is October 1, 1970. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Attach.

Very truly yours,

cc: R. E. Simpson, BFR
F. B. Klabee
D. J. Barbee
D. H. Mockring
H. S. Cox
R. L. Gifford
R. N. Chase
R. S. Hawkins
J. F. Petnam

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

BLG:aw

RECEIVED
AUG 21 1970

FOR FILING

5-589(1)
7669

- Phone 378-4563

August 20, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notices of Intent to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 9

Federal-Aid Secondary (County)

Juniper Flat Section
FAS 949, Wasco County

The estimated date of filing for federal-aid funds on this project is October 1, 1970. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Attach.

cc: R. E. Simpson, BFR
F. B. Klabee
D. J. Barbee
D. H. Mockring
H. S. Cox
R. L. Gifford
R. N. Chase
R. S. Hawkins
J. F. Putnam

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

BLG:aw

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Juniper Flat Section
FAS 949, Wasco County

August 20, 1970

FROM: Applicant Agency State Highway Division

Salem

Address

4563

Contact Person L. H. Young

Phone

1. Project requires Emergency Board approval of agency federal fund limitation: Yes.....No ☒ (if "yes", please also submit the information called for on page 3, Notice of Intent)

2. Project Location

Administrative District Nine (9) City --

County Wasco Special District(s) (if applicable) --

Other affected jurisdictions/agencies --

3. Federal Program

Common Program Name Federal-Aid Secondary (County)

Authorizing Legislation Title 23, U.S.C. Highways
Public Law No. and Title

Fed. Admin. Dept. of Transportation Original Application ☒

Agency Bureau of Public Roads Renewal Application

4. Estimated Project Cost

Federal Share \$ 60,000

Source of State Agency Share

Loan..... Grant ☒

Local Applicant Share (Wasco County)
(if any) \$ 20,000

General Fund \$ --

State Agency Share \$ 25,000

Other Funds (specify) \$ --

Other (Specify) \$ --

Indirect Cost Reimbursement

No ☒ Yes \$ (Approx)

Total \$ 105,000

Will Federal share change: No ☒

Yes, from% to.....%

When.....

5. Period Covered by Projects

Beginning date March 1971
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 12 months

Approximate ending date February 1972

Will renewal be requested? Yes No ☒ X

6. Estimated Application Filing Date October 1, 1970

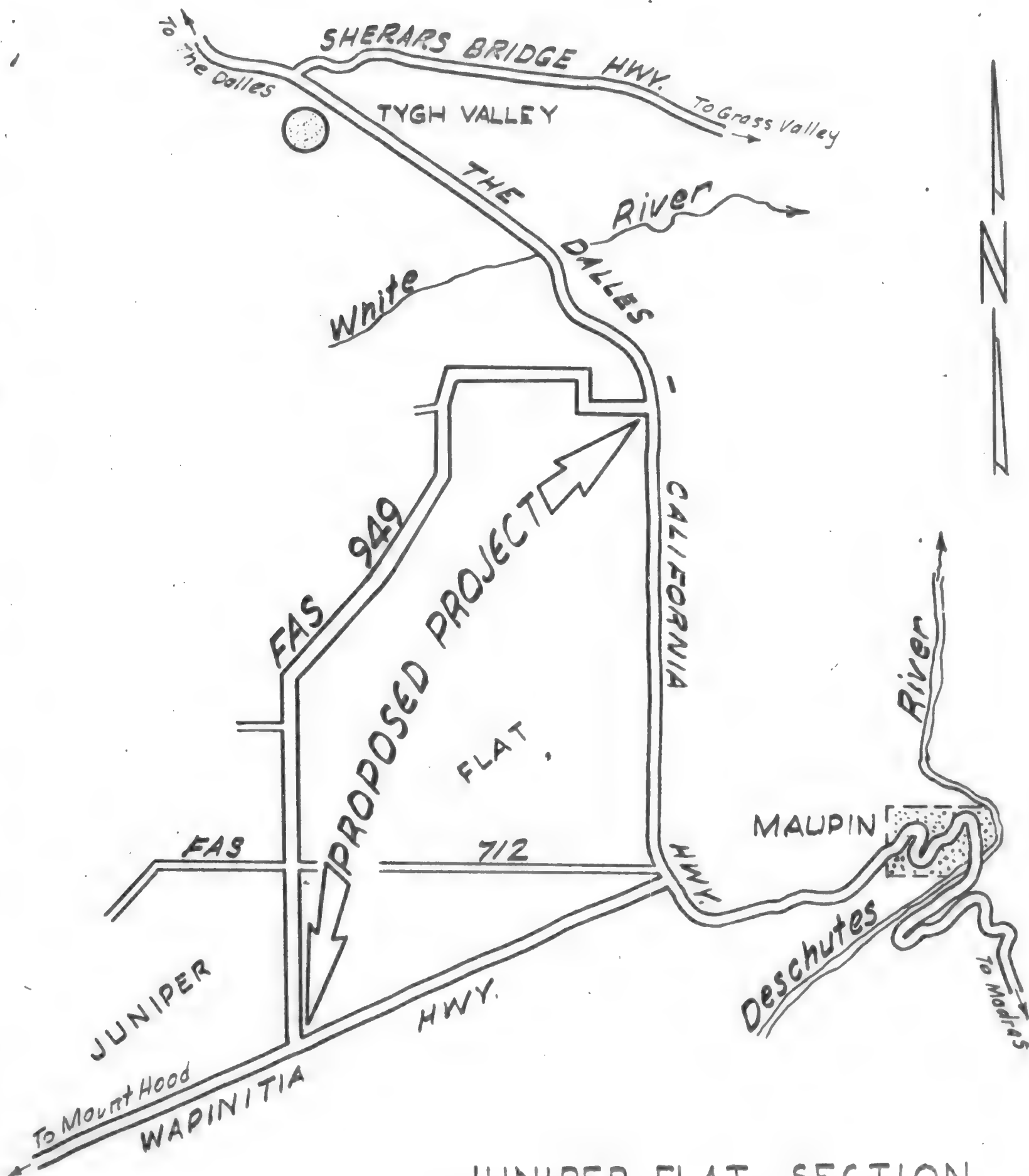
7. Project Description - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon*. (Use additional sheets as necessary)

JUNIPER FLAT SECTION, FAS 949, Wasco County

This project consists of preliminary engineering, acquisition of right of way, clearing, grading, drainage and incidental work necessary to construct a subgrade for a roadway having a top width of 30-feet. The county will surface this project.

This project meets the "Goals for a Livable Oregon" by the up-dating of this portion of the Federal-Aid Secondary System for a more efficient and safe highway.

See attached map for geographical location.



JUNIPER FLAT SECTION
VICTOR, CONFER & BOTHWELL ROADS
WASCO COUNTY

US-466(9) Walker Road Interch. Sec., of 1971
Beaverton-Tigard Hwy. (Grad.,
#7669 pav., struct. & sign.)



STATE COPY

OSHD
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO. 10	REPORT NO. 11	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 1-7-74	REPORT MADE BY W. M. Bryant, Area Engineer		PROJECT NO. US-466(9)
COMPLETION DATE 2-5-73	ACCEPTANCE DATE BY CONTRACT AGENCY 4-30-73	TIME ELAPSED 118 %	CONTRACT TIME 230 cal days
APPROVED EXTENSIONS 42 cal days	LOCATION One half mile north of Beaverton, Oregon, on the Beaverton-Tigard Highway		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report. Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.
There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.

WALKER ROAD INTERCHANGE SECTION
BEAVERTON-TIGARD HIGHWAY
Grading, Paving, Structure, & Signing
JAN 10 1974
REGIONAL OFFICE

The project provided for the construction of one prestressed concrete box girder separation structure and the grading, paving, and signing of four interchange ramps. All work was completed in reasonably close conformance with the plans and specifications on 2-5-73 at a final cost of \$948,337.15 or approximately 34 percent below the authorized amount of \$985,945. The final estimated cost of contract bid items was \$833,205.21, approximately 3 percent below the original bid amount of \$857,000. A total of 271 calendar days were used in completing the work as compared to the original contract time of 230 calendar days. A 42 calendar day extension of contract time was approved on 7-23-73.

The State has explained all overruns and underruns in a satisfactory manner.

Project records indicate that all materials incorporated into the work were in substantial conformance with specification requirements except for a minor quantity of Class "B" AC which failed to meet the compaction and gradation requirements. Liquidated damages were not assessed, however, due to the minor amount involved.

NOTED
H. S. COULTER

JAN 11 1974

Office of
Assistant State Highway Engineer

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE W. M. Bryant	W. N. Bryant Area Engineer	SIGNATURE E. J. Valach	Original signed by E. J. Valach Dist. Engineer
TITLE Area Engineer	DATE 1-9-74	TITLE District Engineer	DATE 1/9/74

7669

5

December 26, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. US-466(9)

SUBJECT Request Federal-aid Project Acceptance

Contract 7669, Work Completed February 5, 1973
Project Walker Road Interchange
Highway Beaverton-Tigard
County Washington
Acceptance: Transportation Commission April 30, 1973
Federal Highway Administration February 16, 1973

All participating work on this project has been completed.
The data listed below, a requirement of your acceptance of
the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

cc: F. R. Griffin
BMW:pr

7669 STATE COPY

MONTHLY TRANSACTION NUMBER <u>9-50</u>	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) <u>9-21-73</u>	STATE <u>Oregon</u>
PROJECT REPORT NUMBER <u>6</u>		COUNTY <u>Washington</u>
MODIFICATION NUMBER <u>1</u>		PROJECT NUMBER <u>US-466(9)</u>

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 18, 1971, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>~~940,714~~ 943,654</u>	\$ <u>953,340</u>
Federal Funds	\$ <u>599,691</u>	\$ <u>605,840</u>
Other revisions		

This modification is made for the following reasons:

To include additional authorized items previously retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 21st day of September, 19 73.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Department)

By *E. J. Hunter*

Assistant State Highway Engineer

(Title)

By _____

(Title)

By _____

(Title)

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION**

By *D. J. Smith*
G. L. Green (Division Engineer)

Oregon State Highway Division

Federal-aid Project
No. US-466(9)

WALKER ROAD INTERCHANGE SECTION OF THE
BEAVERTON-TIGARD HIGHWAY IN WASHINGTON COUNTY

Salem, Oregon, September 12, 1973

Revised Project Agreement Estimate.

Type Code 6204
Roadway (Sta. 133+13.66 to Sta. 158+40)

Subtotal on previous estimate of
November 12, 1971 \$485,025.00

Additional Approved Items

EWO 4 -- Adjust Private Water Lines
SFO 2 -- Wolf Creek Water District
SFO 4 -- Repair and Seed Slopes

All Required \$ 4,210.15
All Required 1,099.62
All Required 2,000.00

Net Increase \$ 7,309.77

Subtotal \$492,334.77
10% Engr. & Cont. 49,233.23
Subtotal \$541,568.00

Salvage Credit for Traffic Signal
and Luminaires

All Required (2,130.00)

Total \$539,438.00

Type Code X781

Total for structure same as previous
estimate of November 12, 1971

\$413,902.00

Length of Project - - - 0.0 mile

Federal-aid Project
No. US-466(9)

Oregon State Highway Division

-2-

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Fed. Funds</u>	<u>State Funds</u>
Roadway	\$539,438.00	\$342,806.00	\$196,632.00
Structure	<u>413,902.00</u>	<u>263,034.00</u>	<u>150,868.00</u>
Total	\$953,340.00	\$605,840.00	\$347,500.00

Prefix: 134-1055

Contract No. 7669

Group 1 = 95%

Group 8 = 5%

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. <u>11-85</u>	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE <u>Oregon</u>
PROJECT REPORT NO. <u>3</u>	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) <u>11-18-11</u>	COUNTY <u>Washington</u>
		PROJECT NO. <u>US-446(9)</u>

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 217 0.56 mi. N. of City of Beaverton

(Walker Road Interchange Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-6-71	0.00
OTHER (Specify)		

FUNDS

Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT

\$ 943,654.00

FEDERAL FUNDS

\$ 599,691.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By *[Signature]*
Asst. State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By *[Signature]*
(Division Engineer)

For: R. E. Simpson

Date executed by
Division Engineer NOV 18 1971

Oregon State Highway Division

Federal-Aid
Project No. US-466(9)

WALKER ROAD INTERCHANGE SECTION OF THE
BEAVERTON-TIGARD HIGHWAY IN WASHINGTON COUNTY

Salem, Oregon, November 12, 1971

Project agreement estimate.

Type Code 6204
Roadway (Sta. 133+13.66 to Sta. 158+40)

Mobilization	All Required		\$ 20,000.00
Temporary Protection and Direction of Traffic	All Required		12,000.00
Clearing and Grubbing	All Required		89,886.00
Removal of Structures and Obstructions	All Required		4,000.00
Embankment in Place	81,500 cu.yd.	1.50	122,250.00
Trench Excavation	210 cu.yd.	4.00	840.00
Finishing Roadbed and Slopes	All Required		5,000.00
Obliteration of Roadway	All Required		1,000.00
Watering	1,550 M-gal.	1.00	1,550.00
Aggregate Shoulders	3,150 ton	4.50	14,175.00
Cement-Treated Base Mixture	14,600 ton	4.60	67,160.00
Portland Cement in CTB Mixture	760 ton	32.00	24,320.00
Asphalt in Seal	19 ton	100.00	1,900.00
Class "B" Asphalt Cement Mixture	5,300 ton	6.50	34,450.00
Asphalt Cement in Mixture	345 ton	35.00	12,075.00
Reinforced Concrete Bridge End Panels	280 sq.yd.	19.00	5,320.00
18-inch Culvert Pipe	48 lin.ft.	8.00	384.00
8-inch Sewer Pipe	144 lin.ft.	4.00	576.00
12-inch Sewer Pipe	600 lin.ft.	5.00	3,000.00
48-inch Sewer Pipe	44 lin.ft.	30.00	1,320.00
Concrete Inlets, Type "G-1"	6 only	160.00	960.00
Concrete Inlets, Type "CG-1"	3 only	180.00	540.00
Concrete Inlets, Type "G-2MA"	2 only	200.00	400.00
Guard Rail, Type 2A	3,000 lin.ft.	4.20	12,600.00
Median Barrier	1,100 lin.ft.	5.50	6,050.00
Guard Rail Anchors	15 only	200.00	3,000.00
Extra for Guard Rail Bridge End Connection	4 only	200.00	800.00
Concrete Curbs	87 cu.yd.	45.00	3,915.00
Extra for Asphalt Walks	550 sq.yd.	3.00	1,650.00
Guide Posts	80 only	7.00	560.00
Adjusting Manholes	1 only	150.00	150.00
Roadside Seeding and Mulching	7 acre	400.00	2,800.00

Oregon State Highway Division

-2-

Federal-Aid
Project No. US-466(9)Signing

Removal of Existing Sign Installations	All Required		\$ 200.00
Painted Wood Sign Posts	All Required		900.00
Sign Support Footings	All Required		2,000.00
Breakaway Sign Posts	All Required		1,500.00
Single Sign Supports	All Required		1,000.00
Double Sign Supports	All Required		500.00
Cantilever Sign Structure	All Required		3,500.00
Structure Mounts	All Required		2,550.00
Adjustment of Existing Signs	All Required		180.00
Type "A" Signs in Place	812 sq.ft.	6.00	4,872.00
Type "C", "D", and "R" Signs in Place	376 sq.ft.	5.00	1,880.00
Type "E" Signs in Place	54 sq.ft.	5.00	270.00
Type "U" Signs in Place	6 sq.ft.	7.00	42.00
Sign Illumination Equipment	All Required		5,000.00
Thermoplastic Pavement Arrows	2 only	100.00	200.00

Signals

Traffic signal Removal	All Required		1,500.00
			\$480,725.00
Flagging (60% of Contractor's Cost)	All Required		\$ 2,500.00
On-the-Job Trainees	1 only	800.00	800.00
Temporary Erosion Control	All Required		1,000.00
			\$ 4,300.00

Subtotal	\$485,025.00
10% Engr. & Cont.	48,502.00
Subtotal	\$533,527.00

Salvage Credit for Traffic
Signal and Luminaires

All Required	(3,775.00)
Total	\$529,752.00

Type Code X781Walker Road U'xing (Str. No. 13494) (Sta. L 142+23.35) (Length 228')

Shoring, Cribbing, Etc.	All Required		\$ 4,000.00
Structure Excavation	840 cu.yd.	5.00	4,200.00
Structure Excavation Below Elevation Shown	80 cu.yd.	4.00	320.00
Furnish 14-inch Prestressed Concrete Piling	7,640 lin.ft.	5.00	38,200.00

Oregon State Highway Division

-3-

Federal-Aid
Project No. US-466(9)

Drive Concrete Piling	162 only	200.00	\$ 32,400.00
Prestressed Concrete Pile			
Extensions	380 lin.ft.	5.00	1,900.00
Drilling Pile Holes	520 lin.ft.	8.00	4,160.00
Class "A" Concrete			
(1,075 cu.yd)	All Required		86,000.00
Class "AA" Concrete			
(1,135 cu.yds.)	All Required		102,150.00
Prestressing Steel			
(88,300 lbs.)	All Required		44,150.00
Reinforcement			
(325,000 lbs.)	All Required		45,500.00
Pedestrian Handrail	451 lin.ft.	15.00	6,765.00
Preparation of Slopes	440 sq.yd.	3.00	1,320.00
Concrete Slope Paving	440 sq.yd.	8.00	3,520.00
Deck Seal	1,550 sq.yd.	0.20	310.00
8-inch Culvert Pipe	300 lin.ft.	3.00	900.00
1-inch Electrical Conduit	240 lin.ft.	2.00	480.00
	Subtotal		\$376,275.00
	10% Engr. & Cont.		37,627.00
	Total		\$413,902.00

Length of Project - - - 0.00 Mile

Retain in Program

Pipe Bedding Materials	All Required	\$ 100.00
Adjust Private Water Lines	All Required	4,500.00
	Subtotal	\$ 4,600.00
	10% Engr. & Cont.	460.00
	Total	\$ 5,060.00

Oregon State Highway Division

-4-

Federal-Aid
Project No. US-466(9)

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Fed. Funds</u>	<u>State Funds</u>
Roadway	\$ 529,752.00	\$336,657.00	\$193,095.00
Structure	413,902.00	263,034.00	150,868.00
Subtotals	\$ 943,654.00	\$599,691.00	\$343,963.00
Retain in Program	\$ 5,060.00	\$ 3,200.00	\$ 1,860.00
Totals	\$ 948,714.00	\$602,891.00	\$345,823.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1P - 100%

Group 8 - 0%

Prefix: 134-1055

Contract No. 7669

WALKER ROAD INTERCHANGE

Nonparticipating State Work

Permanent Striping	All Required	\$ 300.00
Unified Sewer Agency	All Required	500.00
Wolf Creek Highway Water District	All Required	2,500.00
Install Telephone Conduit and Hangers	All Required	1,100.00
Install Temporary Traffic Signals	All Required	1,500.00
State Responsibility for Damages	All Required	<u>200.00</u>
		\$ 6,100.00

7669

August 9, 1973

General Insurance Company of America
Portland Service Office
1300 S. W. First
Portland, Oregon 97201

Gentlemen:

A post-final payment for \$6,300 will be made to Lord Bros. Contractors, Inc., on Contract No. 7669 for work on the Walker Road Interchange Section of the Beaverton-Tigard Highway in Washington County as soon as the warrant is prepared.

The total amount paid on this contract will be \$863,884.34 including the post-final payment. Of the total, \$9,574.19 is for force account.

Very truly yours,

C. W. Read, Manager
ADMINISTRATIVE SERVICES

cc

cc Lord Bros. Contractors, Inc.
437 North Columbia Boulevard
Portland, Oregon 97217

bc

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
L. W. Bulien

7669

July 27, 1973

Lord Bros. Contractors, Inc.
P. O. Box 17197
Portland, OR 97217

Gentlemen:

We have considered your request for a 41-day extension of time on the Walker Road Interchange Section of the Beaverton-Tigard Highway in Washington County, Contract No. 7669.

Careful consideration has been given to the reasons set forth in your request. In light of the available facts and the provisions of the contract, an extension of 42 days is granted which will delete all time liquidated damages on the project.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

- cc: C. W. Head
- A. E. Johnson
- H. S. Coulter
- C. T. Keasey
- V. E. Skoog
- L. W. Rulien
- J. W. McNamee
- V. L. Gallagher

FW dpy

7669

5

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 27, 1973

TO Oregon ~~XXXXXXXXXX~~ ^{Transportation} Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Request for Time Extension
Walker Road Interchange Section
Beaverton-Tigard Highway
Contract No. 7669

Lord Bros. Contractors, Inc., contractor on this project, has requested a 41-day extension of the contract time based on time required to perform work items added by five orders plus extra time allegedly required to perform roadway plan excavation on the "WX" Line. This contract was awarded November 4, 1971, and 230 calendar workdays were allowed. The contract work was completed February 5, 1973, with 272 calendar workdays used or with 42 days liquidated damages at \$150 per day for a total of \$6,300.

Price Agreement No. 1 in the amount of \$10,600 added relocation of existing storm sewer systems to avoid conflicts with footings at Bents 2 and 3. This work was done intermittently early in the project and delayed structure progress justifying an extension of 35 calendar workdays. Price Agreement No. 3 added a sound and screen berm which justifies a one-day extension. Price Agreement No. 7 required additional embankment foundation and backfill work. Work was performed on this item in September and October 1972 and a two-day extension is justified. Adjustment of water line paid by Extra Work Order No. 4 in October 1972 was a late added item delaying finishing work. The installation took two days and an extension of this amount is justified. Relocation work performed by phone and gas utility companies required 14 intermittent days late in the project. This delayed subgrade finishing and concrete curbs for two days.

Oregon Transportation Commission
Page two
July 27, 1973

I have granted a 42-day extension of time on this project. This will delete all time liquidated damages. This was a Federal-aid Urban Secondary project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the August 14 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
Vern Skoog
C. T. Keasey
L. W. Ruffen
V. L. Gallagher
Gary Sund
Bob Whipps

JAB:fw dpy

OREGON STATE HIGHWAY COMMISSION

**Engineers Recommendation Regarding
Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract**

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7669 Contractor Lord Bros. Contractors, Inc.
Highway Beaverton-Tigard
Section Walker Road Interchange
Kind of Work Grade, Pave, Structures & Sign

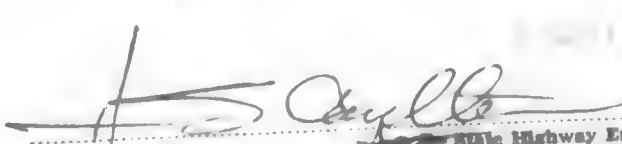
It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 42 days for added orders and late utility adjustment work.

Recommended for Approval:


Regional Engineer


Construction Engineer or
Bridge Engineer


State Highway Engineer

Contract No. 7669
Project designation US 466(9)
State-Federal
Date awarded 11-4-71
Work started 11-19-71
Per cent completed 100% 2-5-73
Date
No. of Workdays Allowed 230
No. of Workdays Used 272
No. of Added Workdays Requested 97

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 8, 1973

Gentlemen:

We, the undersigned respectfully request an increase in the number of workdays from 230 days to 271 days, within which to complete our Contract No. 7699, without the assessment of liquidated damages. The said contract is described as follows: Grading, Paving, Structure and Signing, Walker Road Interchange Section

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter containing listing and explanation of causes for time requested.

Respectfully submitted,

Lord Bros. Cont. Inc.
Contractor

By *W.T. Lord* *pres*

CONSENT OF SURETY

Date January 8, 1973

We, GENERAL INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

M. Howrey
M. Howrey
FRED S. JAMES & CO. (SEAL)
By *Jack C. Burnett*
Resident Agent
Jack C. Burnett

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

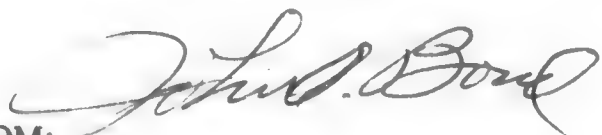
July 9, 1973

NOTED
H. S. COULTER

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Time Extension Request
Walker Road Interchange
Beaverton-Tigard Highway
Contract No. 7669
FAP US-466(9)

FROM:



John A. Bond
Construction Administration Engineer

This contract was awarded November 4, 1971, and 230 calendar workdays were allotted to complete the work. The contract work was completed February 5, 1973, with 272 calendar workdays counted, or 42 days of liquidated damages at \$150 per days (\$6,300). The contractor, Lord Bros., has requested an extension of 41 calendar workdays but offers reasons totalling 97 days. The request is based on time required to perform work items added by five orders plus extra time allegedly required to perform roadway plan excavation on "WX" line. A time chart showing sequence of major activities is included in our file attached.

Price Agreement No. 1 in the amount of \$10,600 added relocation of existing storm sewer systems to avoid conflicts with footings at Bents 2 and 3. The contractor commenced this extra work on December 15, 1971, and completed it on February 8, 1972, a total of 56 days. However, due to weather, holidays, and the contractor's scheduling, work was performed only on 25 of these days. The 25 work days would be equivalent to 35 calendar workdays. No time was assessed during the winter period, but structures work was under way. The contract completion was delayed by this unforeseen early conflict and extension is justified.

The contractor constructed a sound and screen berm which required three days and was paid by Price Agreement No. 3. The contractor continued work on other grading and structure items, but his grading operations were slowed by this work in September, 1972. The contractor should be granted a one-day extension for this loss of time.

Additional embankment foundation and backfill work was required and paid for by Price Agreement No. 7. Work was performed on this item on five days in September and October, 1972, but three of these days caused little delay as a

RECEIVED

JUL 11 1973

Office of
Assistant State Highway Engineer

H. S. Coulter
July 9, 1973
Page 2

seldom used dragline performed the excavation. Trucks were required the other two days and, although some regular grading work continued, this did cause a delay to the project. Two days should be granted for this extra work.

Adjustment of water line paid by Extra Work Order No. 4 in October, 1972 was a late added item delaying finishing work. The installation of conduit took two days and an extension of that amount should be granted.

Work performed by phone and gas utility companies required 14 intermittent days late in the project. This was not cited by the contractor, but we believe it delayed subgrade finishing and concrete curbs for at least 2 days.

The contractor has also requested additional time due to the roadway excavation on the "WX" line requiring more time than he had anticipated. The contractor has not given any specific reason why the State is responsible for this additional time but seems to infer some inadequacy in the bidding information. The quantities did not overrun. No time is recommended on this reason.

The 230 calendar workdays allowed expired October 16. Walker Road was paved and open to traffic October 30. Based on the above, we recommend a 42-day extension which would waive all liquidated damages. This is a Federal-aid Urban Secondary project and will require the approval of the Federal Highway Administration.

Rough draft letters to the FHWA, the Highway Commission and the contractor are attached.

JAB:fw
Enc.
cc V. L. Gallagher

MECHANICAL
PLUMBING
HEATING
VENTILATING



UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.

P. O. BOX 17197
437 N. COLUMBIA BLVD.
PORTLAND, OREGON 97217
285-4591

January 5, 1973

OREGON STATE HIGHWAY DIVISION
P.O. Box 23324
Tigard, Oregon

Attention: Mr. James W. McNamee, Resident Engineer

Subject: Walker Road Interchange
Contract No. 7669
Request for Time Extension

Gentlemen:

Reference is made to our letter dated October 5, 1972, and your reply of October 9, 1972.

We hereby submit our request for an adjustment in contract time as fully defined below. Enclosed is a fully executed copy of Form E-230 with consent of surety.

REFERENCE	DESCRIPTION	CALENDAR WORK DAYS
P.A.# 1	RELOCATE 36" DIAM. STORM SEWER:	26

An existing 36" diam. storm sewer was discovered to be in a position to interfere with the bearing pile during the excavation from the Bent # 2 footing December 8, 1972. It was necessary to backfill the excavated footing and relocate the line before footing excavation and pile driving could proceed. We therefore request an extension in time equal to that actually experienced in this activity which delayed the progress of work under the original contract.

OREGON STATE HIGHWAY DIVISION
P.O. Box 23324
Tigard, Oregon
January 5, 1973
Page 2

REFERENCE	DESCRIPTION	CALENDAR WORK DAYS
P.A. #1 Supple- ment	<u>RELOCATED 12" DIAM. SEWER:</u> Further investigation conducted while work was performed under P.A. # 1 above revealed that a 12" diam. sewer line existed under the Bent # 3 footing. It was necessary to relocate this sewer, the laterals and connections before work could proceed on the construction of Bent # 3 footing. The work on this activity started on January 6, 1972 and was completed on February 8, 1972, a period of 34 calendar days, however the work at Bent # 2 prevented starting Bent # 3 footing activity until January 13, 1972. We therefore request an extension of 27 Calendar days.	27
P.A. # 3	<u>CONSTRUCT BERM AND PLACE TOPSOIL:</u> This price agreement was issued to construct berm and place topsoil along Roxbury Road during July, 1972 which required 2 days time to accomplish. We therefore request the corresponding extension of time.	2
P.A. # 4	<u>CONSTRUCT 6" DRAIN LINE:</u> It was necessary to install 6" perforated underdrains in the embankment foundation area due to the subsurface water conditions encountered. The installation of these drains delayed the embankment construction and we request a 4 day extension of time for the delay due to this activity.	4
E.W.D. #4	<u>ADJUST WATER LINE:</u> Late in the project the decision was made to revise the water line installation on the Smith Property and place the line underground. We request the corresponding extension for the time spent on this work.	3
P.A. #7	<u>EMBANKMENT FOUNDATION EXCAV. & BACKFILL:</u> During the preparation of the embankment foundation unsuitable material was found in certain areas which required removal and replacement with rock backfill. This work was accomplished in 5 days and we request a corresponding extension of time.	5

OREGON STATE HIGHWAY DIVISION
P.O. Box 23324
Tigard, Oregon
January 5, 1973
Page 3

<u>REFERENCE</u>	<u>DESCRIPTION</u>	<u>CALENDAR WORK DAYS</u>
Roadway Excavation	<u>EXCAVATION ON WX LINE:</u>	30

The pre-bid investigation of the construction site and the adjacent rock quarry indicated that the material to be excavated was of a nature that presplitting and systematic drilling and blasting methods could be employed in moving of the material from cut to embankment. Had this been possible the excavation sequence would have been to drill and presplit slopes, drill and control blast the mass under restricted conditions, excavate and move the embankment.

Initial excavation in the cut area revealed nested boulders requiring an entirely different method and sequence of excavation which consumed more time to accomplish. It was necessary to locate and expose the boulders, selectively drill and blast and remove the material in each lift. The variation in the size and in-place position of the boulders resulted in pockets and variations in the cut slope that required hauling, placing and dressing the slope with borrow material to meet the requirements of the contract documents. Extra time was required to move material of the nature encountered due to the small work area and the proximity of the adjoining private property. This method and sequence of work consumed considerably more time than could be anticipated prior to the disclosure of the material.

If the material had been as expected a substantial quantity could have been removed without closing Walker Road and the completion of the project earthwork could have been advanced by at least 30 days.

We recognize that part of the time requested is for delays suffered during the November through February period that no contract time is charged under the calendar work day conditions of this contract. It must be recognized however that the type and extent of work encompassed in the project, the time of year the project was bid and awarded and the time allotted for construction made it necessary for the Contractor to utilize all available time to assure that the progress of the project would proceed in a manner to realize the final completion

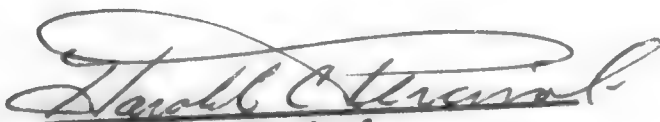
OREGON STATE HIGHWAY DIVISION
P.O. Box 23324
Tigard, Oregon
January 5, 1973
Page 4

within the contract time. We therefore request the time defined above for delays due to conditions beyond our control that were encountered during the initial phase of the contract.

We thank you for your cooperation in handling this matter and trust that you will look favorable on this request.

Very truly yours,

LORD BROS. CONTRACTORS, INC.


Harold C. Percival

HCP/egm

OREGON STATE HIGHWAY DIVISION

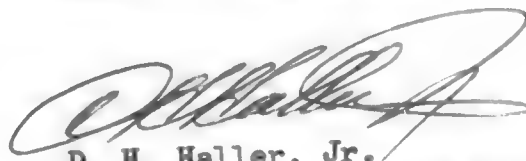
INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: June 13, 1973

To: Mr. C. T. Keasey
Construction Engineer

FROM:


D. H. Haller, Jr.
Regional Construction Engineer

SUBJECT: Time Extension Request
Walker Road Interchange
Beaverton-Tigard Highway
Contract No. 7669

Routing		
Keasey	RECEIVED	Pease 
Bond		Glenn
Jackmond		Berg
Hardt		
Johnsen		
Walker	JUN 13 1973	
	CONSTRUCTION SECTION	

Attached is the Contractors Request for Increase in Number of Workdays to Complete Construction Contract for the subject project. This project was over-run in excess of 42 days. The contractor's attached letter lists reasons for delays that total 97. In discussing this matter with the Resident Engineer Jim McNamee we have arrived at 48 days which we feel could be justified and would take care of work day overrun. There are some other days which could be considered, but are more controversial and have not been included in our analysis. Should your office not concur with the 48 days allotted we would wish to re-consider some additional work days that might be granted. The analysis of the work days we would grant are as follows:

Price Agreement No. 1 provided for the relocation of an existing storm sewer system which conflicted with Bents 2 and 3 on the contract structure. The existence of this storm sewer system was discovered when the piling was being driven. Pages 2, 3 and part of page 4 of Mr. McNamee's letter, which is attached, provide an analysis of the lost time that the contractor is due because of Price Agreement No. 1. The contractor has requested 53 days and we feel that 37 days are justified.

Price Agreement No. 3 was written to cover our right of way obligations which provide for the construction of a sound and screen berm which consisted of 1, 167 cubic yards of material. The contractor worked three days building the sound screen, however, there was some other work available at the same time. Mr. McNamee approved the payment of one calendar work day for this Price Agreement.

Mr. C. T. Keasey
June 13, 1973
Page 2

Final right of way negotiations denied a portion of the project to the contractor after the contract had been awarded. On November 19, the contractor wished to commence clearing operations, however, the Smith property was not available to the contractor and he was instructed to stay off this property. The contractor has contended that he was to have the entire project available to him and would not commence until available. He was finally given permission to clear the Smith property December 10, 1971.

Mr. McNamee feels that the maximum time he would approve would be 8 days between November 23 through November 30.

Finally, Northwest Natural Gas installed a four inch line and General Telephone installed conduit along Walker Road that took eleven days and three calendar work days. The contractor had to wait completion of this work before he could finish subgrade and curb. McNamee has agreed to a two day extension.

The 48 days which McNamee has recommended is more than enough to cover the 42 days overrun and this office recommends granting of 42 days.

DHH/bd
att
cc: J. W. McNamee

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Tigard, Oregon

DATE: February 1, 1973

SUBJECT:

To: Mr. L.W. Rulien
Region I Engineer

FROM: James W. McNamee
Resident Engineer

SUBJECT: Time Extension Request
Walker Road Interchange
Beaverton-Tigard Highway
Contract 7669

REGION	☐	☐	☐	☐
	RE	RME	RCE	OE
	FEB 12 1973			
	☐	☐	☐	☐
	1	TE	UE	DES SEC

Enclosed are three (3) copies of Contractors Request for Increase in Number of Workdays to Complete Construction Contract and a Progress Work Chart.

The project overran the specified calendar workdays by ⁴²41 days. The contractor's attached letter lists several reasons for delays that total 97 calendar workdays.

This office recommends that the contractor be granted an extension of 41 days which will delete all time liquidated damages on this contract.

Pertinent Job Information

November 4, 1971
November 19, 1971
October 16, 1972
November 30, 1972
January 6, 1973
February 5, 1973

Contract Awarded
Work and Calendar Workday Count both started.
Specified Calendar Workdays (230) used.
Discontinued calendar workday count.
Project substantially complete.
Project completed (Second Notification).

Additional Anticipated and Unanticipated Work Delay Days.

	Contractor's Request.	Recommended
P.A. #1 Revise Existing Storm Sewer and Drain System (more to follow)	53	37
P.A. #2 Revise Signs	0	0
P.A. #3 Topsoil in Place (more to follow)	2	1
P.A. #4 Drain Pipe " "	4	0
P.A. #5 Revise Sign Lighting	0	0
P.A. #6 Bituminous Base Mixture	0	0
P.A. #7 Emb. Foundation Exc. (more to follow)	5	1

page 2

	Contractor's Request.	Recommended.
P.A. #8 Stabilize Subgrade 1"-0 Rock	0	0
P.A. #9 Slope Paving Curb	0	0
P.A. #10 Guide Post, Flexible	0	0
Total Days delay due to P.A.s	64	39
E.W.O. #1 Flagging	0	0
E.W.O. #2 Trainee	0	0
E.W.O. #3 Salvage & Reinstall Fence	0	0
E.W.O. #4 Adjust Private Water Lines	3	1
E.W.O. #5 Outfall Existing Drains	0	0
E.W.O. #6 Structure Sign Mount	0	0
Total days delay due to E.W.O.s	3	1
<u>Miscellaneous & Utility Relocations</u>		
Excavation "WX" line (more to follow)	30	15
Utility Relocations. " "	0	2
R/W Negotiations. " "	0	8
Total days due to Misc.	30	25

Summary of Total Delay Days

Item.	Contractor's Request.	Recommended.
P.A.s	64	39
E.W.O.s	3	1
Misc.	30	25
Totals	97	65

The following is detailed report on items that the contractor has used for delays or on items where I believe some consideration could be given:

P.A. #1 This price agreement was written to provide provisions to relocate existing Storm Sewer systems to facilitate construction of bridge footings at Bents 2 & 3.

page 3

The contractor has requested time for both areas, Relocate 36" Storm Sewer Bent #2, 26 days, and Relocate 12" Storm Sewer Bent #3, 27 days.

The contractor had completed his bent #2 footing excavation when it was discovered that an existing 36" Storm Sewer pipe installed on previous contract was located where piles had to be driven.

12-7-71 Contractor informed ~~me~~ that storm sewer pipe at both bent #2 & #3 will require relocation prior to pile driving and we requested prices on items involved.

12-10-71 P.A. #1 was written and hand delivered to project Supt. on project.

12-13-71 Received signed P.A. #1 from contractor.
Contractor began shipping 36" pipe to project.

12-15-71 Work on 36" Storm Sewer pipe relocation actually commenced.

12-28-71 36" Storm Sewer pipe installed.

12-30-71 Resumed excavating Bent #2 footing, excess material from the storm sewer relocation had to be removed. Some of this material was used to complete the 36" storm sewer backfill.

12-31-71 Bent #2 reexcavation complete.

1-4-72 Began driving piles Bent #2.

Actual time contractor was unable to work on the bent #2 construction was between December 7, 1971 and December 31, 1971, or 25 calendar days.

Bent #3

1-6-72 Began work on 12" Storm Sewer relocation.

1-7-72 Completed pile driving at Bent #2. Unable to proceed to Bent #3 because of Storm Sewer relocation.

2-8-72 Completed backfill over relocated 12" Storm Sewer pipe and poured bottom portion of concrete inlets.

Actual time contractor was unable to work on Bent #3 construction was between Dec. 7, 1971 and Feb. 8, 1972 or 64 calendar days. This number of calendar days should be reduced as follows:

25 days recommended at Bent #2, same period.

7 " available between 12-31-71 and 1-7-72

7 " No work due to inclement weather. January 20th and 26 thru 31, 1972.

39 days

64-39 = 25 days. - 2 = 12 days

Calendar workdays were not charged during this period. However if the contractor had worked on his proposed schedule the bridge would have been completed earlier.

page 4

Contractor was held up on closing Walker Road until we could see that after the elapse of 60 calendar days the bridge would be complete and traffic could use the facility.

Therefore 37 calendar workday extension is recommended for work on P.A. #1.

P.A. #3

This P.A. was written to cover R/W obligations. Contractor worked three (3) days building the Sound and Screen Berm which took 1167 C.Y. of topsoil. Contractors average production on project was 8 $\frac{1}{4}$ C.Y./day. In my opinion this is somewhat below standard. Also other work was available on the project while the berm was being constructed. Therefore only one (1) calendar workday extension is recommended for P.A. #3.

P.A. #4

6" Drain Pipe.

Drain pipe was installed on "A" & "D" lines to provide subsurface drainage. However when the perf pipe was completed the contractor still had considerable grading to do. The drain pipe installation only held up the surfacing work on the "A" & "D" lines, other lines were available. "Wx", "A" & "D" line received C.T.B. first, subcontractor had to wait 9 days for the "B" & "C" lines to get ready after C.T.B. construction on the "A" & "D" lines.

In my opinion the perf pipe installation did not hold up grading work on the project. No time extension is recommended for this work.

P.A. #7 Emb. Foundation & Backfill.

The embankment foundation excavation was performed with a dragline used very sparingly on the project. While this work was going on other grading work was also in progress. No time is recommended for the period during excavation. The backfill was done with the import trucks and took 2 days. Therefore recommend 1 day for this work.

E.W.O. #4 Adjust Water Lines.

The adjustment of private water lines was an anticipated Extra Work item, however work could not commence until the grading along the "Wx" was very near completion. The water lines crossed Walker Road at two locations, spring to reservoir, and reservoir to house.

This installation could have held up the subgrade finishing and roadway seeding and mulching. The installation of conduit took two days due to solid rock encountered at the East crossing.

This conduit work was completed on Oct 3, 1972. One day is recommended for this work.

"Wx" line Cut East Side of Structure.

It was anticipated that solid rock would be encountered in this cut. The contractor began removal of overburden and had a wagon drill on project to begin drilling when solid rock was encountered. After he had excavated some 15 feet and only hit large nested boulders separated by layers of dirt, Mr. Dan Gano, Region Geologist was contacted and viewed the project, and he recommended that we commence line drilling immediately. Contractor was instructed to drill and after considerable discussion he complied.

The drilling indicated that nested boulders were existent all the way to subgrade with up to seven (7) feet of dirt between the boulder layers. Therefore the line drilling idea was abandoned and contractor was informed that we wanted

page 5

a good appearing slope. He could either line drill the boulders encountered in the cut line or remove them and backfill the holes. Both methods were implemented. I agree that more time was required to make the excavation with the material encountered.

The contractor used as much equipment as could profitably work at a time, in this cut, and it took 45 calendar work days to move 21,600 C.Y. (480 C.Y./day) for its removal and he worked 6 Saturdays.

Since this material consisted of large boulders, it had to be hauled to the "B" line embankment where there was enough room to properly place and compact around the material. There was room for approximately 10,000 C.Y. of side cast. Contractor had to import material to construct embankment through this boulder cut area.

Fifteen (15) days is recommended.

Utility Relocations.

Pacific N.W. Natural Gas Co. installed a 4" line and General Telephone Co installed a conduit along Walker Road that took eleven (11) and three (3) calendar work days respectively. Contractor had to wait for the completion of this work before he could finish the subgrade and construct the concrete curbs.

Two (2) days extension is recommended.

R/W Negotiations. Smith III, File #33284

November 19, 1971 Lord Bros. said they wanted to commence clearing.
11-22-71, Instructed to stay off Smith property.
November 22, 1971 Contractor protested calendar workday charge.
(Protest denied).
November 30, 1971 Installed Signs.
December 10, 1971 Actually began project clearing.

Project was actually available to commence clearing on Nov. 30th, that is all but the Smith property. The contractor had stated several times that he wanted the entire project available before commencement. When he finally moved a tree faller onto project 12-10-71 we gave him permission to clear the Smith III property. It is also possible that if the Smith III property was available on Nov. 22nd project signing on Walker Road would have been installed and clearing commenced.

Therefore some consideration could be given to the above. The contractor didn't request any time for this possible delay but did previously protest the calendar workday charges.

The questionable maximum delay would be 8 days, Nov. 23 thru Nov. 30, 1971.

H. & E. Scott R/W file #47007

It was discovered at the beginning that additional R/W was needed at the "D" line off ramp & Walker Road intersection. Real Estate Option was written Dec. 21, 1971 but not signed by property owner until March 20, 1972. Before the contractor could construct access to Bent #1 it was necessary to Salvage & Reinstall Fence. E.W.O. #3 was written April 11, 1972 to reimburse the contractor for work required. Informational only, no time extension recommended.

5

7669

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 23, 1973

In reply
refer to: 10-35-DA

Oregon Project US-466(9)
Walker Road Interchange Section
SUBJECT: Request for Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
A. E. JOHNSON

For the reasons given in Mr. Coulter's July 13, 1973 letter
the 42-day extension of contract time on the subject project
is approved.

G. L. Green
G. L. Green

RECEIVED

JUL 25 1973

Office of
Assistant State Highway Engineer

RECEIVED STATE HWY ENGR						
JUL 25 '73						
REFER TO <i>Coulter</i>						
FOR						
Info	Invs	R/D	D/R	Est	File	

7-25-73
cy Coulter
Ruben
Dallagher

NOTED
H. S. COULTER

OK

7669

5

July 13, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
Walker Road Interchange Section
Beaverton-Tigard Highway
Oregon Project US-466(9)

The subject contract was awarded November 4, 1971, with 230 calendar workdays allotted to complete the work. The contract work was completed February 5, 1973, with 272 calendar workdays counted, or 42 days of liquidated damages at \$150 per day for a total of \$6,300. The contractor, Lord Bros., has requested an extension of 41 calendar workdays, but offers reasons for 97 days. The request is based upon time required to perform work added by five orders plus extra time allegedly required to perform roadway plan excavation on the "WX" line. A time chart showing sequence of major activities is attached.

Price Agreement No. 1, in the amount of \$10,600, added relocation of existing storm sewer systems to avoid conflict with footings at Bents 2 and 3. The contractor started this extra work on December 15, 1971, and completed it on February 8, 1972, a total of 56 days. However, due to weather, holidays, and the contractor's scheduling, work was performed on only 25 of these days. The 25 workdays would be equivalent to 35 calendar workdays. Structure work and contract completion were delayed by this unforeseen early conflict, and a 35-day extension is justified.

The contractor constructed a sound and screen berm which required three days and was paid by Price Agreement No. 3. The contractor continued work on other grading and structure items, but his grading operations were delayed by

Glen L. Green
Page 2
July 13, 1973

this work in September 1972, and a one-day extension for this loss of time should be granted.

Additional embankment foundation and backfill work was required and paid for by Price Agreement No. 7. This work was performed during five days in September and October 1972; however, three of these days caused little delay since a seldom-used dragline was used for the excavation. Trucks were required the other two days, and although some grading work continued, this caused a delay to the project. Two days should be allowed for this extra work.

The item, Adjustment of Water Line, paid by Extra Work Order No. 4 in October 1972, is an item added late which delayed the finishing work. The installation of conduit took two days. An extension for these two days should be allowed.

Work performed by phone and gas utility companies late in the project required 14 intermittent days. This was not cited by the contractor; however, since it delayed subgrade finishing and concrete curbs for at least two days, we believe a two-day extension should be allowed.

The contractor has also requested additional time because the roadway excavation on the "WX" line required more time than he had anticipated. The contractor has not given any specific reason why the State is responsible, but infers inadequacy in the bidding information. The quantities did not overrun. No time extension is recommended.

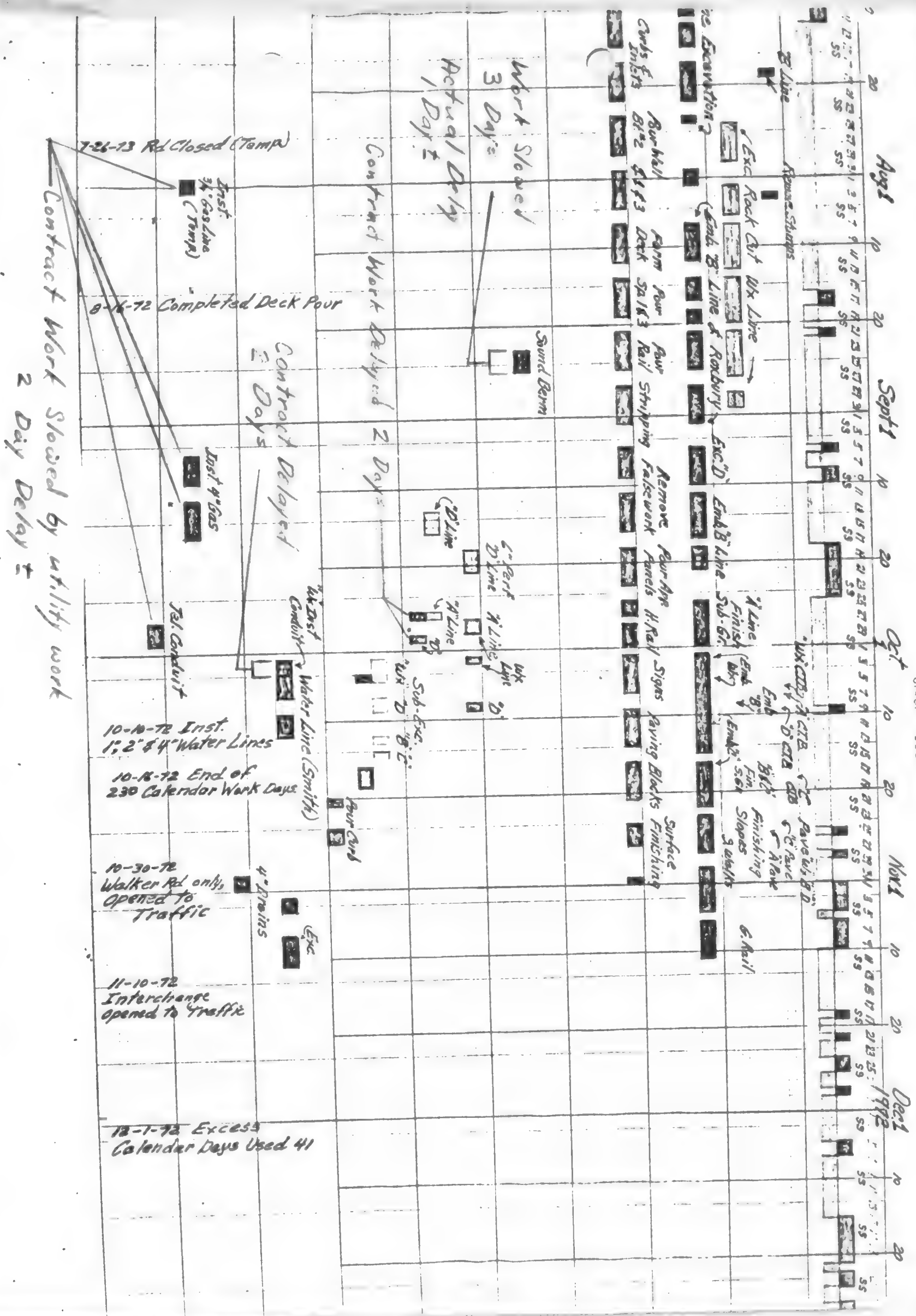
The 230 calendar workdays allowed expired October 16. Walker Road was paved and opened to traffic October 13. Based on the above, we recommend a 42-day extension which would waive all liquidated damages. Your concurrence is requested.

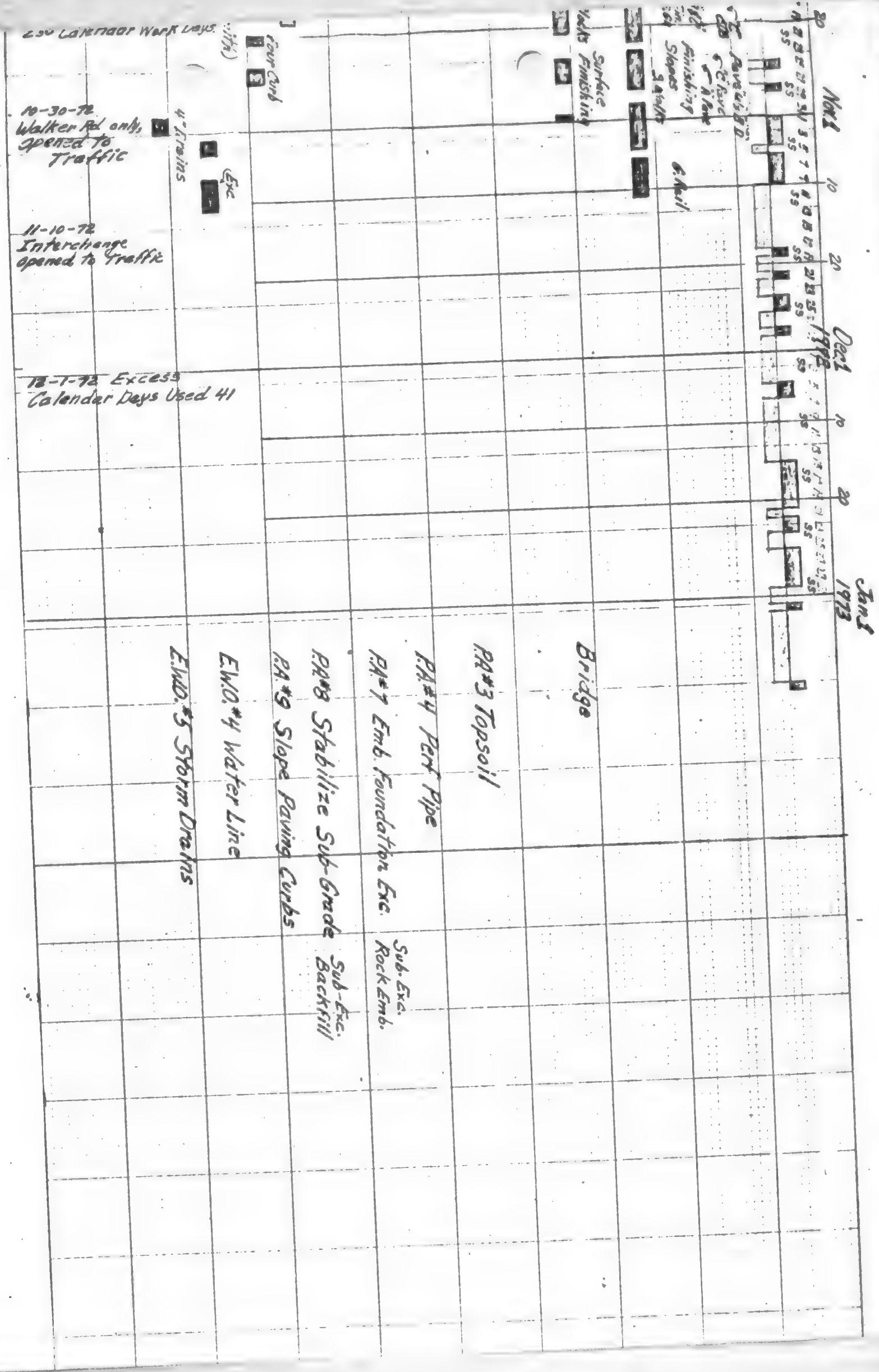
JAB:fw ia

Att.

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
L. W. Rulian
V. L. Gallagher

[illegible]







**OREGON STATE
HIGHWAY DIVISION**

5
June 21, 1973

HIGHWAY BUILDING • SALEM, OREGON • 97310

State Treasury Department
103 State Capitol Building
Salem, Oregon 97310

Attention: Marie Crowe, Cashier

Re: Safekeeping Receipts Nos.
288, 416, 444, 509, 574, 604
Lord Bros. Contractors, Inc.

Gentlemen:

State Highway Contract No. 7669 is now complete and securities deposited with your department on the above receipts can be released.

Please continue to hold all other certificates deposited by the above Company.

Very truly yours,

Vernon E. Skoog
Controller

by

R. J. Hacak
Contract Accounting Supervisor

RJH:njc

cc: Lord Bros. Contractors, Inc.

bc: C. W. Head

John Bond
Vince Gallagher
John Herr

7669

May 10, 1973

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On May 3, 1973, we wrote to you concerning release of final payment on Contract No. 7669 awarded to Lord Bros. Contractors, Inc., for work on Walker Road Interchange Section of Beaverton-Tigard Highway in Washington County.

Final payment on this contract is \$16.96 and the total contract amount is \$897,584.34 including \$9,574.19 for work performed under force account.

Very truly yours,

G. A. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

En

cc Lord Bros. Contractors, Inc.
437 N. Columbia Blvd.
Portland, Oregon 97217

C. T. Keasey
Walt Hart
V. E. Shoop Attn: Dick Haack
L. W. Bullen



7669
**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 5, 1973

Treasury Department
103 State Capitol Building
Salem, OR 97310

Attention: Mr. Merle Crowe, Cashier

Gentlemen:

Re: Safekeeping Receipt No. 382
Lord Bros. Contractors Inc.
CONTRACT # 7669

Title Certificate of Deposit described on receipt
No. 382 dated May 10, 1972, can be returned to the contractor.
This contract has been sufficiently completed and, therefore,
the release of this certificate shall constitute a reduction
in retainage.

Please continue to hold all other deposits until
you are notified that final payment has been made.

Very truly yours,

Vernon E. Skoog
Controller

By:

R. J. Hacek
Contract Accounting Services

RJH:bl

cc: Lord Bros. Contractors Inc.
bc: C. W. Head
John Bond
Vince Gallagher
John Herr

NOTED
C. W. HEAD

7669

May 3, 1973

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Continuation

Contract No. 7669 awarded to Lord Bros. Contractors, Inc., for work on the Walker Road Interchange Section of the Beaverton-Tigard Highway in Washington County was completed on February 5, 1973, and accepted by the Highway Commission on April 30, 1973.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before May 8, 1973.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Lord Bros. Contractors, Inc.
437 N. Columbia Blvd.
Portland, Oregon 97217

C. T. Kenney
Salt Hart
V. E. Shog Attn: Dick Macsek
L. W. Italian

7669
**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310
DATE May 1, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7669, Work Completed February 5, 1973

Project Walker Road Interchange

Highway Beaverton-Tigard, County Washington

Type of Work Grading, Paving, Structures and Signing

Contractor Lord Bros. Contractors, Inc.

Recommended Acceptance Date April 30, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assure this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 29, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart
V. Gallagher, File

7669
 OREGON STATE HIGHWAY DEPARTMENT
FIELD ENGINEER'S WEEKLY REPORT
 FOR CONSTRUCTION PROJECTS ONLY
 CONSTRUCTION AND BRIDGE DIVISIONS

Walker Road Interchange		April 14, 1973
HIGHWAY Beaverton-Tigard		SECTION PREFIX 134-1055
KIND OF WORK Grading, Paving, Structure, and Signing		COUNTY Washington
NAME OF JOB Walker Road Interchange	CONTRACT NUMBER 7669	FEDERAL AID PROJECT NUMBER US-466(9)
CONTRACTOR Lord Bros. Contractors, Inc.	DATE WORK STARTED November 19, 1971	ESTIMATED COMPLETION DATE
DATE OF CONTRACT November 4, 1971	SPECIFIED WORK DAYS 230	WORK DAYS USED 271
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 118
PROJECT AUTHORIZATION: 985,945.00	ENGINEERING AUTHORIZATION 78,480.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: 907,465.00	ENGINEERING COST TO DATE 76,258.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 861,200.00	PERCENT OF AUTHORIZATION 97%	DATE PROJECT WAS COMPLETED: 2/5/73
ESTIMATED PERCENT: ~~100%~~ 5%		

Semi-final submitted 4/11/73

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			
		GRADING		SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		0.48		0.48			0.48
MILES PARTIALLY COMPLETED		0.48		0.48			0.48
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)		81,500		17,769			5,300
TOTAL QUANTITIES CORRECTED TO DATE	83,800	~~70,000~~		13,400			4,900
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	83,800	~~70,000~~		13,400			4,900
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							
EQUIPMENT USED DURING THE WEEK:							

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13494						
PERCENT	100						
	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY			
SUNDAY 8	Fair						
MONDAY 9	Prt. Cldy.						
TUESDAY 10	Fair						
WEDNESDAY 11	"						
THURSDAY 12	O'cast. w/lt.shrs.						
FRIDAY 6	Fair						
SATURDAY 7	"						

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	8	No activity all week
MONDAY	9	
TUESDAY	10	
WEDNESDAY	11	
THURSDAY	12	
FRIDAY	6	
SATURDAY	7	

REMARKS

Project complete. Semi-final submitted 4/11/73. Last report for this project.

cc: Construction
Region
Field

SIGNED 

• Clackamas

LOCATION

XXXXXXXXXXXX



**OREGON STATE
HIGHWAY DIVISION**

7669
HIGHWAY BUILDING •

SALEM, OREGON • 97310

V. V. Cusack, Acting Division Engineer DATE April 3, 1973

TO R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. US-466 (3)

FROM

L. H. Young
Office Engineer

SUBJECT

Request Change Order Approval

Contract 7669 State Force Order No. 5
Project Walker Road Interchange
Highway Beaverton - Tigard
County Washington

This state force order covers a credit to the project for the salvage value of existing traffic signal equipment removed under this project. All material covered by this order has been delivered to the state maintenance office.

The value of this salvage credit is \$2,130.00.

Your approval of this salvage credit as of April 2, 1973 is requested.

Attach.

BMW:dqk



**OREGON STATE
HIGHWAY DIVISION**

7669
HIGHWAY BUILDING • SALEM, OREGON • 97310

V. V. Cusack, Acting Division Engineer
R. E. Simpson, Division Engineer
Federal Highway Administration

DATE March 20, 1973

Federal-aid Project
No. US-466(9)

TO

FROM

L. H. Young
Office Engineer

SUBJECT

Request Change Order Approval

Contract 7669 State Force Order No. 4
Project Walker Road Interchange
Highway Beaverton - Tigard
County Washington

At the final inspection of this project it was found that the slopes at the northerly part of the project have been damaged by erosion. Repair of these slopes was recommended to be done by State forces as the contractor has completed his obligation and has removed his equipment from the project.

A copy of the Engineer's letter of explanation is attached.

The estimated cost of this work is \$2,000.00 with Federal participation in the amount of \$1,200.00. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer February 16, 1973.

Your approval as of February 16, 1973 is requested.

Attach.

BW:dqk

OREGON STATE HIGHWAY DIVISION

No 86049

JOURNAL VOUCHER

EXPLANATION	ACCOUNT NUMBER	GENERAL LEDGER		SUBSIDIARY LEDGERS	
		DEBIT	CREDIT	DEBIT	CREDIT
Capital Outlay	10				
Maintenance	40				
Operation	50				
Service and Clearing	70				
Construction Section Deposit with State Treasurer	140	7600.00			
Securities Deposited in Lieu of Contract Refund	219		7600.00		7600.00
Land Bros Construction, Inc. Contract No 7669					
TOTAL					

DATE 3/20/73

AMOUNT

7600.00

PREPARED BY

POSTED BY

FOR USE OF KEY PUNCH UNIT

VERIFIED BY

Expenditure Distribution

Equipment

Rental and Depreciation

7669

2-20-73

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1973

To:

✓ Mr. V. E. Skoog
Attn: Clare Palmer
Mr. C. T. Keasey
Attn: John Bond
Mr. L. H. Young
Attn: Vince Gallagher

SUBJECT: Time Certificate of Deposit
Lord Bros. Contractors, Inc.
Contract No. 7669

Attached are copies of a letter and a receipt from the Office of the Treasurer advising us that the Treasurer's Office has received a Time Certificate of Deposit from the contractor in lieu of retainage on Contract No. 7669.

A copy of the letter and the receipt are being placed in the General Files under the contract number and in our office under the name of the contractor.

C. W. Head
C. W. Head, Secretary

flm
Att.

RECEIVED
FEB 20 1973
Contract Acctg.



State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 14, 1973

Lord Brothers Contractors, Inc.
Post Office Box 17197
Portland, Oregon

Attn: A. W. Cross

Gentlemen:

Per instructions from the Oregon State Highway Commission please find enclosed safekeeping receipt number 644, dated February 14, 1973, in the amount of \$7,600.00.

This T.C.D. is in exchange for Certificate number 300393, in the amount of \$7,600.00 due February 19, 1973, which we are enclosing per your request.

Very truly yours,

JAMES A. REDDEN, State Treasurer

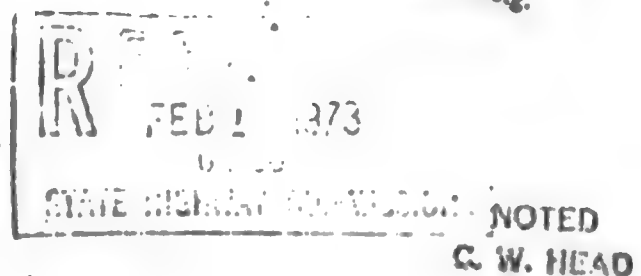
By

Merle Crowe, Cashier

HC: kf
Encl.

cc: Oregon Mutual Savings Bank
234 S. W. Broadway
Portland, Oregon 97205
cc: State Highway Commission
Cecil Head

RECEIVED
FEB 20 1973
Contract Acctg.



COPY

OREGON STATE TREASURY DEPARTMENT
Salem, Oregon 97310

**SAFEKEEPING
RECEIPT**

No 644

Received for Lord Bros. Contractors, Inc.
Account of _____

Address P.O. Box 17197

Date February 14, 1973

437 N. Columbia Blvd. Portland, Oregon 97217

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit 5 1/2 % Dated 2-13-73 Due May 14, 1973 Oregon Mutual Savings Bank Portland, Oregon	300443	1	7,600				7,600.00
							7,600.00

Purpose of Deposit In lieu of retainerage on State Highway Contract No. 7669

Authority ORS 279.575

Countersigned by

Mark Brown

Deputy
Comptroller

SPECIAL INSTRUCTIONS

Date Treasurer

RECEIVED
FEB 20 1973
Contract Acctg.

RECEIVED
FEB 16 1973
STATE HIGHWAY COMMISSION

7669 2-16-73

cc: OSHD (A E Johnson)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

cs

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 10	COUNTY Washington	DIVISION Oregon
DATE OF INSPECTION 2/16/73	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. US-466(9)
IN COMPANY WITH *See below	PROGRESS OF WORK Satisfactory	TIME ELAPSED 110 %	WORK COMPLETED 100 %

QUALITY OF WORK
Satisfactory

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

*In company with: Don Haller, Regional Constr Engr, OSHD
Jim McNamee, Resident Engineer, OSHD
Howard Harris, Resident Bridge Engineer, OSHD
Pat O'Neil, Asst Area Engineer, FHWA
David Noyes, Highway Engineer Trainee, FHWA

FEB 26 1973

REGIONAL OFFICE

WALKER ROAD INTERCHANGE
BEAVERTON-TIGARD HIGHWAY
Grading, Paving, Structure, and Signing

NOTED
A. E. JOHNSON

NOTED
H. S. COULTER

All contract work was completed in reasonably close conformance with approved plans and specifications, including authorized changes, on February 5, 1973 at a final estimated cost of \$860,000 as compared to the original contract amount of \$857,000. A total of 271 calendar workdays were used in completing the work as compared to the 230 calendar workdays specified. The contractor has submitted a request for a 41-day time extension which is currently being processed by the State. The resident engineer has recommended approval.

Project records indicate that all materials incorporated into the work were in reasonably close conformance with the specification requirements. Acceptance of the project is recommended.

The majority of the seed and mulch placed late last fall has been lost which has left the slopes very susceptible to further erosion. Since a landscaping project is not scheduled for this section for several years, the State requested approval of a State force order for additional necessary seeding and mulching work. Approval of this work is recommended.

RECEIVED

FEB 28 1973

Office of
Assistant State Highway Engineer

Info	FOR REFER TO	FEB 27 '73	RECEIVED STATE HWY ENGR
Inves			
R/D			
DIR			
Comm			
Act			
File			

PREVIOUS EDITIONS WILL BE USED

5
gen. files

7669

Salem, Oregon
February 16, 1973

Mr. V. E. Shoop
Attn: Clare Palmer
Mr. C. T. Keasey
Attn: John Bond
Mr. L. H. Young
Attn: Vince Gallagher

Time Certificate of Deposit
Lord Bros. Contractors, Inc.
Contract No. 7669

Attached are copies of a letter and a receipt from the Office of the Treasurer advising us that the Treasurer's Office has received a Time Certificate of Deposit from the contractor in lieu of retainage on Contract No. 7669.

A copy of the letter and the receipt are being placed in the General Files under the contract number and in our office under the name of the contractor.

C. W. Head, Secretary

fm
Att.



State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 14, 1973

Lord Brothers Contractors, Inc.
Post Office Box 17197
Portland, Oregon

Attn: A. W. Cross

Gentlemen:

Per instructions from the Oregon State Highway Commission please find enclosed safekeeping receipt number 644, dated February 14, 1973, in the amount of \$7,600.00.

This T.C.D. is in exchange for Certificate number 300393, in the amount of \$7,600.00 due February 19, 1973, which we are enclosing per your request.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By

Merle Crowe, Cashier

MC: kf
Encl.

- cc: Oregon Mutual Savings Bank
234 S. W. Broadway
Portland, Oregon 97205
- cc: State Highway Commission
Cecil Head

18 100 00
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

COPY

OREGON STATE TREASURY DEPARTMENT
Salem, Oregon 97310

No 644

SAFEKEEPING
RECEIPT

Date February 14, 1973

Received for Account of Lord Bros. Contractors, Inc.

Address P.O. Box 17197
437 N. Columbia Blvd. Portland, Oregon 97217

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit 5 1/2 % Dated 2-13-73 Due May 14, 1973 Oregon Mutual Savings Bank Portland, Oregon	300443	1	7,600				7,600.00
							7,600.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7669
ORS 279.575

Authority

Countersigned by

Deputy
Cashier

State Treasurer

SPECIAL INSTRUCTIONS

FEB 14 1973

STATE HIGHWAY CONTRACT



**OREGON STATE
HIGHWAY DIVISION**

NOTED
H. S. COULTER

7669
HIGHWAY BUILDING • SALEM, OREGON • 97310

TO
G. L. Green, Division Engineer
~~Robert Simpson, Division Engineer~~
Federal Highway Administration

DATE February 14, 1973

Federal-aid Project
No. US-466(9)

FROM

L. H. Young
Office Engineer

NOTED
A. E. JOHNSON

SUBJECT Request Contract Acceptance

Contract 7669 Work Completed February 5, 1973
Project Walker Road Interchange
Highway Beaverton - Tigard
County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date February 16, 1973

Conditions not acceptable: None

G. L. Green
G. L. Green
Division Engineer

RECEIVED STATE HWY ENGR						
FEB 27 '73						
REFER TO <i>Crack</i>						
FOR						
Info	Inves	R/D	DIR	Sign	Act	File

RECEIVED
FEB 28 1973
Office of
Assistant State Highway Engineer

2-28-73
cy/Kearney

5
RECEIVED
DEC 19 1972

FOR FILE

7669

December 19, 1972
Salem, Oregon

Time Certificate of Deposit
Lord Bros. Contractors, Inc.
Contract No. 7669

Mr. V. E. Shoop
Attn: Clare Palmer
Mr. C. T. Kessay
Attn: John Bond
Mr. L. H. Young
Attn: Vince Gallagher

Attached are copies of a letter and a receipt from the Office of the Treasurer advising us that the Treasurer's Office has received a Time Certificate of Deposit from the contractor in lieu of retainage on Contract No. 7669.

A copy of the letter and the receipt are being placed in the General Files under the contract number and in our office under the name of the contractor.

C. W. Reed, Secretary

dr
Attachment

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

No 604

SAFEKEEPING RECEIPT

Received for Lord Bros. Contractors, Inc.
Account of _____

Date December 18, 1972

Address P.O. Box 17197
437 N. Columbia Blvd. Portland, Oregon 97217

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit Dated 12-14-72 Due 12-14-73 5 3/4% Oregon Mutual Savings Bank Portland, Oregon	100904	1	3,000				3,000.00

Purpose of Deposit In lieu of retainage on State Highway Walker Road Interchange No. 7669
ORS 279.575

Authority _____

Countersigned by _____

SPECIAL INSTRUCTIONS _____

Deputy
Cashier

State Treasurer



State of Oregon

Treasury Department
Salem 97310

ROBERT W. STRAUB
State Treasurer

December 18, 1972

Lord Brothers Contractors Inc.
Post Office Box 17197
Portland, Oregon 97217

Gentlemen:

Per instructions from the Department of Transportation, State Highway Division, we are enclosing safekeeping receipt No. 604 dated December 18, 1972, in the amount of \$3,000.00, Time Certificate of Deposit Oregon Mutual Savings Bank, Portland Oregon.

This Time Certificate of Deposit is in lieu of retainage on State Highway Contract number 7669 Walker Road Interchange.

Very truly yours,

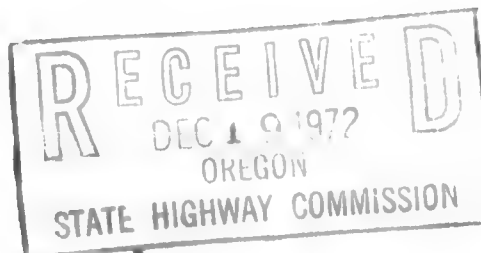
ROBERT W. STRAUB, State Treasurer

By

Marle Crewe, Cashier

MC: kf
Encl.

cc: State Highway Department
Cecil Head



NOTED
C. W. HEAD

COPY

gen. files ⁵

RECEIVED
NOV 22 1972

7669

Salem, Oregon
November 28, 1972

Time Certificate of Deposit
Lord Bros. Contractors, Inc.
Contract No. 7669

Mr. V. E. Skoog
Attn: Clare Palmer
Mr. C. T. Keasey
Attn: John Bond
Mr. L. H. Young
Attn: Vince Gallagher

Attached are copies of a letter and a receipt from the State Treasurer advising of the receipt of a Time Certificate of Deposit in the amount of \$7,600 from Lord Brothers Contractors, Inc., in lieu of retainage on Contract No. 7669.

We have retained copies for the General Files (filed under the contract number) and in our office under the name of the contractor.

C. W. Head, Secretary

fm
Att.



State of Oregon

Treasury Department
Salem 97310

ROBERT W. STRAUB
State Treasurer

November 27, 1972

Lord Brothers Contractors
Post Office Box 17197
Portland, Oregon 97217

Gentlemen:

Per instructions from the Oregon State Highway Commission please find enclosed safekeeping receipt number 574, dated November 27, 1972 in the amount of \$7,600.00.

The Safekeeping receipt is in lieu of retainage on State Highway contract number 7669 Walker Road Interchange.

Very truly yours,

ROBERT W. STRAUB, State Treasurer

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: State Highway Commission, Cecil Head



NOTED
C. W. HEAD

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

No 574

SAFEKEEPING RECEIPT

Received for
Account of Lord Bros. Contractors, Inc.

Date November 27, 1972

Address P.O. Box 17197
437 N. Columbia Bld.
Portland, Oregon 97217

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit Oregon Mutual Savings Bank, Portland, Ore. 5 1/2% Dated 11-20-72 Due 2-19-73	300393	1	7,600				7,600.00
							7,600.00

Purpose of Deposit In lieu of retainage on contract with State Highway construction of
Walker Road Interchange, Contract No. 7669

Authority Chapter 746 O.L. 1971

Counter signed by

[Signature]

[Signature]
Cashier

[Signature]
State Treasurer

SPECIAL INSTRUCTIONS

MISSION

11669
November 21, 1972

Edward W. Hebb, P.E.
Consulting Engineer
10670 N. W. Dwyer Lane
Portland, Oregon 97229

Dear Sir:

This is in reply to your letter of November 13, 1972, regarding a route extending northerly of the Sunset Highway.

This route is not on the State Highway System. This area was considered only in a preliminary reconnaissance study and we have no plans to put this route on the State Highway System or construct it in the foreseeable future.

In regard to your question on the future development of Cornelius Pass Road, which is a county road, contact Washington County's Public Works Director, Ken Meng, 2324 N.E. Lincoln, Hillsboro, telephone 643-6657.

If you have any further questions regarding state highway construction in this area, please contact Region Engineer, L. W. Rulien, 9200 S. E. McLoughlin Boulevard, Milwaukie, telephone 654-7741, extension 262.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programming Engineer

W:ed

cc: L. W. Rulien (w/att.)

EDWARD W. WEBB, P.E.

Consulting Engineer

10670 N. W. DUMAR LANE • PORTLAND, OREGON 97229
TELEPHONE 503 / 644-9786

OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING
SALEM, OREGON
97310

NOVEMBER 13, 1972

DEAR SIR:

THANK YOU FOR YOUR LETTER OF OCTOBER 24 AND CONSTRUCTION DRAWINGS FOR HIGHWAY #217 BETWEEN BEAVERTON AND CEDAR MILLS, WHICH I FOUND MOST USEFUL.

COULD YOU PLEASE TELL ME WHAT THE SCHEDULE IS FOR CONSTRUCTION NORTH OF CEDAR MILL AND THE PROPOSED ROUTE OVER SKYLINE BOULEVARD.

ARE THERE ANY LONG RANGE PLANS TO DEVELOP CORNELIUS PASS ROAD INTO A FREEWAY?

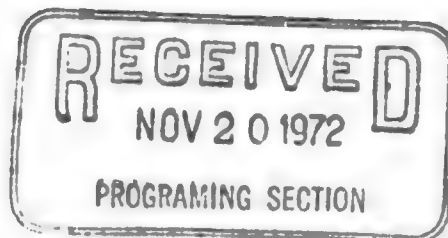
THANK YOU.

EDWARD W. WEBB, P.E.

Ed Webb

EWB/BPW

*Byd.
2/10*



RECEIVED
OCT 25 1972

FOR FILING

7114

October 24, 1972

Mr. Edward W. Webb, P.E.
Consulting Engineer
10670 N.W. Dumar Lane
Portland, Oregon 97229

Dear Mr. Webb:

Re: Sunset Highway-Beaverton
Beaverton-Tigard Highway
Washington County

In reply to your letter of October 12, 1972, attached are prints of the construction plans covering Highway 217 between Cedar Hills and Beaverton. This route has been constructed and is open to traffic. The Walker Road Interchange is presently under construction on the same section with completion scheduled for December 1972.

If you have any further questions regarding this matter, please contact Region Engineer L. W. Rulien, 9200 S.E. McLoughlin Boulevard, Milwaukie, telephone 654-7741, Extension 262.

Very truly yours,

ORIGINAL SIGNED BY
A.E. JOHNSON

for E. S. Hunter
Assistant State Highway Engineer

Attachment

cc: F. P. Klaboe
Victor D. Wolfe
Frank Hall
L. W. Rulien w/att.

DNS:jh jf

EDWARD W. WEBB, P.E.

Consulting Engineer

10670 N. W. DUMAR LANE • PORTLAND, OREGON 97229

TELEPHONE 503 / 644-9786

REFERRED TO

Admin.

RECEIVED
STATE HWY ENGR

OCT 13 '72

REFER TO

FOR

Info	Notes	R/D	D/R	Sign	Act	File

October 12, 1972

State Highway Department
Salem, Oregon

Dear Sir:

I am interested in the development of Highway 217 in the Beaverton/
Cedar Hills area and wonder if you could please give me some
information and possibly a map.

Has the route definitely been decided upon?.....

If not what is the range of deviation?

What is the proposed construction schedule?

Thank you.

Ed Webb
Edward W. Webb, P.E.

EWW/bpw

RECEIVED

OCT 16 1972

LOCATION
SECTION

RECEIVED
OCT 13 1972

OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED

OCT 13 1972

OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
OCT 13 1972
OFFICE OF
STATE HIGHWAY COMMISSION



RECEIVED
OCT 2 - 1972

FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

7669
HIGHWAY BUILDING

SALEM, OREGON • 97310

TO

G. L. Green, Acting Division Engineer
XXXXXXXXXXXXXXXXXXXXXXXXXXXX
Federal Highway Administration

DATE October 2, 1972

FROM

ORIGINAL SIGNED BY
R. D. ASBURY
L. H. Young
Programing Engineer

Federal Aid Project
No. US-466(9)

SUBJECT

Request Change Order Approval

Contract 7669, Extra Work Order No. 5
Project Walker Road Interchange
Highway Beaverton-Tigard
County Washington

The order covers connecting existing drains from properties adjacent to the project to provide adequate outfall lines. This work is necessary to prevent erosion of the slopes.

Attached are copies of letters from the Regional Construction Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration District Engineer on September 22, 1972.

Your approval as of September 23, 1972 is requested.

Attach.

JK:dg

RECEIVED
SEP 27 1972

FOR FILING

7669

Gen. files

5

Salem, Oregon
September 26, 1972

Mr. V. E. Shog
Attn: Clare Palmer
Mr. G. T. Keasey
Attn: John Bond
Mr. L. H. Young
Attn: Vince Gallagher

Time Certificate of Deposit
Lord Bros. Contractors, Inc.
Contract No. 7669

Attached are copies of a letter and a receipt from the State Treasurer advising of the receipt of a Time Certificate of Deposit in the amount of \$5,000 from Lord Bros. Contractors, Inc., in lieu of retainage on Contract No. 7669.

We have retained copies for the General Files (filed under the contract number) and in our office under the name of the contractor.

C. W. Head, Secretary

fm
Att.



State of Oregon

Treasury Department
Salem 97310

ROBERT W. STRAUB
State Treasurer

Sept. 22, 1972

Lord Brothers Contractors, Inc.
Post Office Box 17197
Portland, Oregon 97217

Gentlemen:

Per instructions from the Department of Transportation, State Highway Division, we are enclosing safekeeping receipt No. 509 dated Sept. 21, 1972, in the amount of \$5,000.00, Time Certificate of Deposit, Great Western National Bank, Portland, Oregon.

The T.C.D. is in lieu of retainage on State Highway Contract No. 7669.

Very truly yours,

ROBERT W. STRAUB, State Treasurer

by

Marle Crowe, Cashier

MC: kf
Encl.

cc: State Highway Div., Cecil Head



COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

No 509

Received for
Account of Lord Bros. Contractors, Inc.
P.O. Box 17197 437 N. Columbia Blvd.
Address Portland, Oregon 97217

Date Sept. 21, 1972

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit Great Western National Bank, Portland, Oregon Dated April 7, 1972 Due April 7, 1973	1405	1	5,000				5,000.00
							5,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7669 Walker Road Interchange

Authority Chapter 746 O.L. 1971

Countersigned by

Myesh Rowe

Deputy
Cashier

Robert W. Starnes

State Treasurer

SPECIAL INSTRUCTIONS

STATE HIGHWAY COMMISSION
OREGON
1972



POST OFFICE BOX 1181
PORTLAND, OREGON 97207
TELEPHONE 224-3660

September 20, 1972

State Treasurer
State of Oregon
Salem, Oregon 97308

Re: Certificate of Deposit No. 1405

Dear Sir:

This will acknowledge purchase by W. T. Lord of Lord Bros. Contractor, Inc. of Certificate of Deposit No. 1405 in the amount of \$5,000.00. This certificate is hereby assigned to the State Treasurer of the State of Oregon in lieu of retainage on the Oregon State Highway Department Contract #7669.

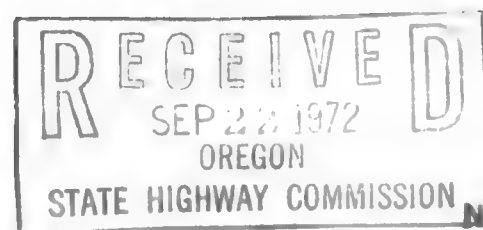
This certificate is negotiable upon thirty days prior written notice to Great Western National Bank with forfeiture of all interest payable. This amount will be retained by the Bank until we receive written notice of release from you.

Yours truly,

Rose Parise
Rose Parise
Note Dept. Supervisor

RP:gb

CC: Lord Bros. Contractors, Inc.
Oregon State Highway Dept.
Resident Engineer
Construction Engineer
Accounting Dept.



NOTED
C. W. HEAD

SEP 11 1972

FILE

7669

September 7, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURY

FROM L. H. Young
Programming Engineer

Federal-aid Project
No. US-466(9)

SUBJECT Request Change Order Approval

Contract 7669 Extra Work Order No. 4
Project Walker Road Interchange
Highway Beaverton-Tigard
County Washington

The order covers reconnection of the present water supply after construction has been completed. The system has been disrupted by the construction work. This work was anticipated and is in accordance with the right-of-way agreement.

Attached are copies of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on August 24, 1972.

Your approval as of August 24, 1972 is requested.

Attachments

JK:js

7669

Salem, Oregon
July 14, 1972

Time Certificate of Deposit
Lard Bros. Contractors, Inc.
Contract No. 7669

Mr. V. E. Skoog
Attn: Clara Palmer
Mr. C. T. Keasey
Attn: John Bond
Mr. L. H. Young
Attn: Vince Gallagher

Attached are copies of a letter and a receipt from the Office of the Treasurer advising us that the Treasurer's Office has received a Time Certificate of Deposit from the contractor in lieu of retainage on Contract No. 7669.

A copy of the letter and the receipt are being placed in the General Files under the contract number and in our office under the name of the contractor.

Floyd Query, Secretary

dr
Att.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

No 444

Received for
Account of Lord Bros. Contractors, Inc.

Date July 12, 1972

Address P.O. Box 17197 Portland, Oregon 97217

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit Dated April 7, 1972 Due April , 1973 Great Western National Bank, Portland, Oregon	1414	1	5,000				5,000.00
							5,000.00

Purpose of Deposit In Lieu of retainage on contract with State Highway construction of
Walker Road Interchange, Contract No. 7669

Authority Chapter 746 O.L. 1971

Countersigned by

Mysh *Rouse* Deputy
Cashier

Robert W. Stewart
State Treasurer

SPECIAL INSTRUCTIONS



State of Oregon

Treasury Department
Salem 97310

ROBERT W. STRAUB
State Treasurer

July 12, 1972

Hard Brothers Contractors Inc.
Post Office Box 17197
Portland, Oregon 97217

Gentlemen:

Per instructions from the Department of Transportation
State Highway Division, we are enclosing safekeeping
receipt No 444 dated July 12, 1972 in the amount of
\$5,000.00, Time Certificate of Deposit, Great Western
National Bank, Portland, Oregon dated April 7, 1972,
due April 7, 1973.

Very truly yours,

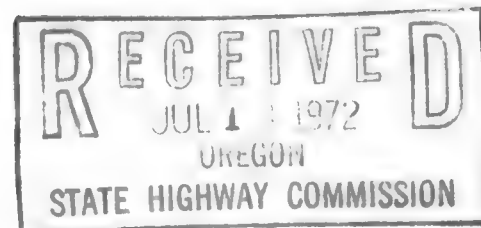
ROBERT W. STRAUB, State Treasurer

By

Merle Crowe, Cashier

MC: kf
ENCL.

cc: Floyd Query Highway Department



COPY

RECEIVED
JUL 17 1972

FOR FILING

7669

July 11, 1972

State Treasurer
State of Oregon
Salem, Oregon 97308

Re: Certificate of Deposit No. 1414

Dear Sir:

This will acknowledge purchase by W. T. Lord of Lord Bros Contractor, Inc. of Certificate of Deposit No. 1414 in the amount of \$5,000.00. This certificate is hereby assigned to the State Treasurer of the State of Oregon in lieu of retainage on the Oregon State Highway Department Contract #7669.

This certificate is negotiable upon thirty days prior written notice to Great Western National Bank with forfeiture of all interest payable. This amount will be retained by the Bank until we receive written notice of release from you.

Yours truly,

Spice Parise
Spice Parise
Note Dept. Supervisor

cc: Jr.

cc: Lord Bros Contractors, Inc.
Oregon State Highway Dept.
Resident Engineer
Construction Engineer
Accounting Dept.

NOTED
LOYD QUERY

RECEIVED
JUL 12 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 26 1972

FOR FILIN

OREGON STATE
HIGHWAY DIVISION

7669

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 22, 1972

TO

Glen L. Green, Acting
~~XXXXXXXXXX~~ Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. US-466(9)

FROM

George M. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
L. H. Youg D. ASBURY
Programing Engineer

SUBJECT

Request: Change Order Approval

Contract 7669 State Force Order No. 2

Project Walker Road Interchange

Highway Beaverton-Tigard

County Washington

The Order covers installation of a 2-inch water line and a 1-1/4 inch meter to the Smith property in accordance with right-of-way agreement File No. 83284. The work will be done by the Wolf Creek Highway Water District. This work was anticipated.

This work conforms to the requirements of FPM 21-6.2 as required for Federal participation. The estimated total cost for the work to be done under this order is \$1,600 with Federal Participation of \$960. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on June 8, 1972.

Your approval as of June 8, 1972 is requested.

Attachments

JK:kds

RECEIVED
JUN 19 1972

FOR FILING

7669

Salem, Oregon
June 19, 1972

Time Certificate of Deposit
Lord Bros. Contractors, Inc.
Contract No. 7669

Mr. V. E. Skoog
Attn: Clare Palmer
Mr. G. T. Keasey
Attn: John Bond
Mr. L. H. Young
Attn: Vince Gallagher

Attached are copies of a letter and a receipt from the Office of the Treasurer advising us that the Treasurer's Office has received a Time Certificate of Deposit from the contractor in lieu of retainage on Contract No. 7669.

A copy of the letter and the receipt are being placed in the General Files under the contract number and in our office under the name of the contractor.

Floyd Query, Secretary

fm
Att.



State of Oregon

Treasury Department
Salem 97310

ROBERT W. STRAUB
State Treasurer

June 13, 1972

Lord Bros. Contractors Inc.
P. O. Box 17197
437 Columbia Blvd.
Portland, Oregon

Gentlemen:

Per instructions from the Department of Transportation, State Highway Division, we are enclosing Safekeeping Receipt No. 416, dated June 16, 1972 in the amount of \$5,000.00, Time Certificate of Deposit Great Western National Bank, Portland, Oregon, dated April 7, 1972, Due April 7, 1972.

This Time Certificate of Deposit is in lieu of retainage on State Highway Contract No. 7669.

Very truly yours,

ROBERT W. STRAUB, State Treasurer

By:

Merle Crowe
Cashier

MC:er

Enclosure



COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

No 416

SAFEKEEPING RECEIPT

Received for
Account of Lord Bros. Contractors, Inc.

Date June 16, 1972

Address P.O Box 17197 437 Columbia Blvd.
Portland, Oregon 97217

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit No. 1412 Dated April 7, 1972 Due April 7, 1973 Great Western National Bank Portland, Oregon	1412	1	5,000				5,000.00
							5,000.00

Purpose of Deposit In lieu of retainage on State Highway Walker Road Interchange No. 7669

Authority Chapter 746 O.L. 1971

Countersigned by

Mark Brown

Deputy
Cashier

Robert W. Stewart

State Treasurer

SPECIAL INSTRUCTIONS

E D

MISSION

RECEIVED
MAY 11 1972

FOR FILING

7669

Salem, Oregon
May 11, 1972

Time Certificate of Deposit
Lord Bros. Contractors, Inc.
Contract No. 7669

Mr. V. E. Skoog
Attn: Clare Palmer
Mr. C. T. Keasey
Attn: John Bond
Mr. L. H. Young
Attn: Vince Gallagher

Attached are copies of a letter and a receipt from the Office of the Treasurer advising us that the Treasurer's Office has received a Time Certificate of Deposit from the contractor in lieu of retainage on Contract No. 7669.

A copy of the letter and the receipt are being placed in the General Files under the contract number and in our office under the name of the contractor.

Floyd Query, Secretary

FQ:fm
Att.

Gen. files



State of Oregon

Treasury Department
Salem 97310

ROBERT W. STRAUB
State Treasurer

May 10, 1972

Lord Bros. Contractors Inc.
P. O. Box 17197
437 N. Columbia Blvd.
Portland, Oregon

Gentlemen:

Per instructions from the Department of Transportation, State Highway Division, we are enclosing Safekeeping Receipt No. 382, dated May 10, 1972, in the amount of \$5,000.00, Time Certificate of Deposit Oregon Mutual Savings Bank, Portland, Oregon, 5 3/4%, dated 5/9/72, due 5/9/73.

This Time Certificate of Deposit is in lieu of retainage on State Highway contract No. 7669.

Very truly yours,

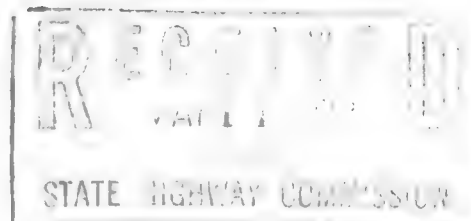
ROBERT W. STRAUB, State Treasurer

By:

Marle Crowe
Cashier

MO:er

cc: Floyd Query, State Highway Dept.
cc: Oregon Mutual Savings Bank



COPY

OREGON STATE TREASURY DEPARTMENT
Salem, Oregon 97310

No 382

SAFEKEEPING
RECEIPT

Received for Lord Bros. Contractors, Inc.
Account of P.O. Box 17197
Address 437 N. Columbia Blvd. Portland, Oregon 97217

Date May 10, 1972

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit \$ 3/4% Dated 5/9/72 Due 5/9/73 Oregon Mutual Savings Bank Portland, Oregon	101305	1	5,000				5,000.00
							5,000.00

Purpose of Deposit In Lieu of retainage on State Highway Contract 7669

Authority Chapter 746 O.L. 1971

Countersigned by

[Signature]

Cashier

[Signature]

State Treasurer

SPECIAL INSTRUCTIONS

May 9, 1972

State Treasurer
State of Oregon
Salem, Oregon 97308

RE: Certificate of Deposit No. 101305

Dear Sir:

This will acknowledge receipt from Lord Bros. Contractors of the purchase of the Certificate of Deposit No. 101305 in the amount of \$5,000.00. This Certificate is hereby assigned to the State Treasurer of the State of Oregon in lieu of retainage on the Walker Road Interchange Contract No. 7669.

This Certificate is negotiable upon thirty days prior written notice to Oregon Mutual Savings Bank.

This amount will be retained by the Bank until we receive written notice of release from you.

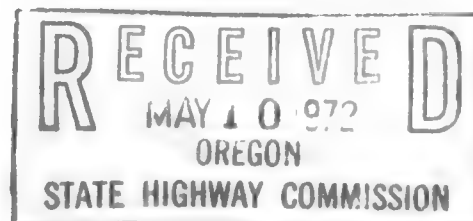
Sincerely,

Hayes D. Kirkland

Hayes D. Kirkland
Vice President

HEK:rpj

cc: Lord Bros. Contractors, Inc.
Oregon State Highway Department
Resident Engineer
Construction Engineer
Accounting Office
Comptroller - Vern Shoop



RECEIVED
MAY 1 - 1972

FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

7669

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 28, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURY
L. H. Young
Programing Engineer

SUBJECT Request: Change Order Approval

Federal-aid Project
No. US-466(9)

Contract 7669, Extra Work Order No. 3

Project Walker Road Interchange

Highway Eastman-Tisard

County Washington

This Order covers the cost to salvage and reinstall existing right-of-way fence which was installed under a previous contract. Additional right-of-way was purchased to provide area for the construction of this project making necessary the moving of the fence.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, April 18, 1972.

Your approval as of April 18, 1972 is requested.

BMW:bb

Attachments

STATE COPY
OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Walker Road Interchange
Highway Beaverton-Tigard
County Washington
Contractor Lord Bros. Contractors, Inc.
Address P. O. Box 17197, Portland, OR 97217
Date April 11 1972
Contract No. 7669
Prefix 134-1055
F. A. Project No. US-466(9)
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Salvage and Reinstall Type 2 Fence

Location by station numbers:

141+00 to 141+82

Estimate of quantities and cost:

Labor, Equipment, and Materials..... \$255.00

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Existing Type 2 Fence was constructed along the Beaverton-Tigard Highway right-of-way line. Walker Road Interchange required additional right of way (File No. 47007). This order for extra work will provide funds to remove and reinstall the fence on the new right-of-way line. No provisions are in the contract for this work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	\$ 985,945.00
Present estimate of project cost, including	\$ 985,945.00
\$ 255.00 for work under this order	
Expected under-run amount	-0-
Expected over-run amount	-0-
Expected under-run per cent	
Expected over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by:

Resident Engineer

Approval Recommended:

Construction Engineer or Bridge Engineer

Approval Recommended:

Division Engineer

Approved:

Assistant State Highway Engineer or Civil Engineer

RECEIVED
FEB 14 1972

FOR FILE



4669
TOM MCALL
GOVERNOR

Noted -
GEORGE M. BALDWIN

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

February 8, 1972

Mrs. Elon E. Ellis
10360 S. W. Hawthorne Lane
Portland, Oregon 97225

Dear Mrs. Ellis:

Before Governor McCall left on his Far East Trade Mission, he asked me to reply to your recent letter.

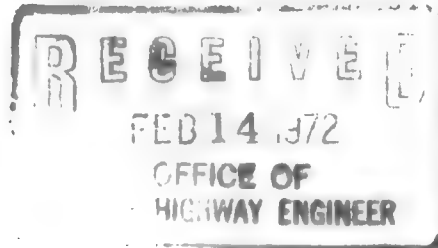
The present construction at the intersection of Walker Road and the Beaverton-Tualatin Highway consists of completion of an interchange to eliminate the at-grade crossing of Walker Road traffic at that point. Funding was not available at the time of the original construction to provide for this interchange.

No extensive right-of-way taking was planned, and I am sure that the area will be beautifully landscaped upon completion of the project. It is my belief that the minor sacrifice of some native growth in the area must be made so that a safe, usable facility may serve the community. You may rest assured that there will be no unnecessary removal of indigenous vegetation and when completed, the facility will be harmonious with the existing surroundings.

Sincerely,

Robert G. Davis
Executive Assistant

RGD:ja
bcc: George Baldwin

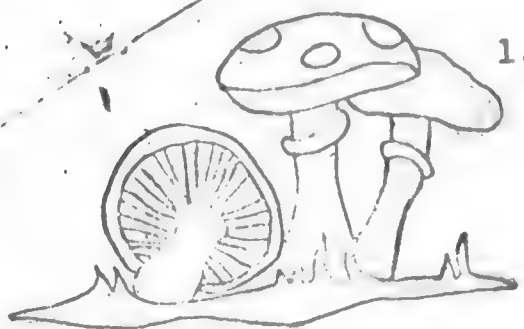


COPY

1-26

Stoudermeyer
K. + 712

1.17.72 Ellis to Highway



Jan. 17, 72

To Samner McCall -
Dear Samner McCall,

The Highway Department
has already put through
the final paving and has
chopped down many tall
standing pine, which in
our native woods of White
Hills are loved - Now,
one little street to alter
Road, intersects this freeway
and there is no reason
to widen Water Road
and I know they are
planning to - This

Street is a pleasure
now to drive because
of the fine trees
which line track and
bordering the street -
so much I am sure you
know is so marvellous
to drive through particularly
in the summer time -

Since the d - freeway
is in now, there is
no reason to obstruct
our Walker Road - Not
that much traffic on it -

Sincerely —
A Concerned Citizen —

Matron E. Ellis -
10360 St. Hawthorne
Portland, OR
97225

RECEIVED
JAN 26 1972

FOR FILING

gen files

US-466(7)
7669

Salem, Oregon
January 26, 1972

Time Certificate of Deposit
Lord Bros. Contractors, Inc.
Contract No. 7669

Mr. V. E. Skoog
Attn: Clare Palmer
Mr. Frank Morgan
Attn: John Bond
Mr. L. H. Young
Attn: Vince Gallagher

Attached are copies of a letter and a receipt from the Office of the Treasurer advising us that the Treasurer's Office has received a Time Certificate of Deposit from the contractor in lieu of retainage on Contract No. 7669.

A copy of the letter and the receipt are being placed in the General Files under the contract number and in our office under the name of the contractor.

Floyd Query, Secretary

FQ:fm
Att.



State of Oregon

Treasury Department
Salem 97310

January 24, 1972

ROBERT W. STRAUB
State Treasurer

Lord Bros., Contractors Inc.
P. O. Box 17197
437 N. Columbia Boulevard
Portland, Oregon 97217

Gentlemen:

Per instructions from the Department of Transportation, State Highway Division, we are enclosing Safekeeping Receipt No. 288, dated January 24, 1972, in the amount of \$10,000.00, Time Certificate of Deposit, Oregon Mutual Savings Bank, Portland, Oregon, 6%, dated 1/21/72, due 1/21/74.

This Time Certificate of Deposit is in lieu of retainage on State Highway Contract No. 7669.

Very truly yours,

ROBERT W. STRAUB, State Treasurer

By:

Merle Grove
Accountant

MC:er

cc: Floyd Query, State Highway Divsn.
cc: Oregon Mutual Savings Bank



COPY

OREGON STATE TREASURY DEPARTMENT
Salem, Oregon 97310

No 288

**SAFEKEEPING
RECEIPT**

Received for Account of Lord Bros. Contractors, Inc.

Date January 24, 1972

Address P.O. Box 17197 437 N. Columbia Blvd.
Portland, Oregon 97217

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit. Oregon Mutual Savings Bank, Portland, Oreg Dated 1-21-72 Due 1-21-74 6%	201142	1	10,000				10,000.00

Purpose of Deposit In Lieu of retainage on State Highway Contract No. 7669

Authority Chapter 746 O.L. 1971

Countersigned by

Mark Howe act Deputy
Cashier

Robert Starnick

State Treasurer

SPECIAL INSTRUCTIONS

ED
2
MISSION



HAYES D. KIRKLAND
Vice-President - Savings

45-466(9) January 21, 1972
7669

Oregon State Highway Dept.
Salem, Oregon 97308

RE: Certificate of Deposit No. 201142

Gentlemen:

Please find enclosed copies of the letter we sent to the State Treasurer of Oregon regarding the assignment of the above numbered Certificate of Deposit.

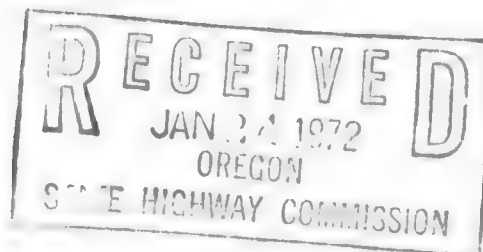
Will you please distribute these copies as indicated on each letter.

Sincerely,

Hayes D. Kirkland
Vice President

HDK:pj
Enclosures

1-24
Copies to as marked
by attached letter
He



NOTED
FLOYD QUERY

OREGON MUTUAL SAVINGS BANK

HAYES D. KIRKLAND
Vice-President - Savings

January 21, 1972

State Treasurer
State of Oregon
Salem, Oregon 97308

RE: Certificate of Deposit No. 201142

Dear Sir:

This will acknowledge receipt from Lord Bros. Contractors of the purchase of the Certificate of Deposit No. 201142 in the amount of \$10,000.00. This Certificate is hereby assigned to the State Treasurer of the State of Oregon in lieu of retainage on the Walker Road Interchange Contract No. 7669.

This Certificate is negotiable upon thirty days prior written notice to Oregon Mutual Savings Bank.

This amount will be retained by the bank until we receive written notice of release from you.

Sincerely,

Hayes D. Kirkland
Vice President

HDK:pj

cc: Lord Bros. Contractors, Inc.
Oregon State Highway Department
Resident Engineer
Construction Engineer
Accounting Office
Comptroller - Vern Skoog

RECEIVED
DEC 3 1971

FOR FILING



OREGON STATE
HIGHWAY DIVISION

7669
HIGHWAY BUILDING

SALEM, OREGON

97310

Lord Bros. Contractors, Inc.
P.O. Box 17197
437 N. Columbia Blvd.
Portland, OR 97217

December 2, 1971

Attn: Mr. Pat O'Callaghan

NOTED
A. E. JOHNSON

Gentlemen:

Re: Walker Road Interchange
Beaverton-Tigard Highway
F.A. Proj. No. US-466(9)
Contract No. 7669

This letter constitutes formal approval of your selection of a craft in which a trainee is to be provided on the subject contract. Your letter of November 19 indicated this trainee would be a Carpenter apprentice.

This constitutes final approval of your training program and you may proceed with the work under the contract.

Very truly yours,

F. D. Morgan
Construction Engineer

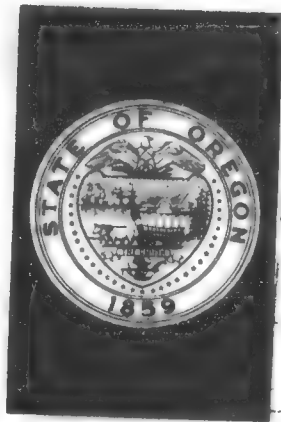
By

M. D. Glenn
BEO Engineer

MDG:fr

bc: R. E. Simpson
A. E. Johnson
L. W. Rullen
James McNamee





UTILITY UNIT

NOV 22 1971
**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING

SALEM, OREGON

Phone 378-65197310

Unified Sewerage Agency of
Washington County
326 N. E. Lincoln Street
Hillsboro, Oregon 97123

November 18, 1971

Re: Manhole Adjustment
Walker Road Interchange
Section
Beaverton-Tigard Highway
Washington County

ATTENTION: Mr. J. A. Gilmer

Gentlemen:

Reference is made to our letter of September 22, 1971, which set forth the conflict between the proposed construction of the subject project and a sanitary sewer manhole, owned by your agency, located 70 feet west of "C" Line Station 148+55. The letter stated that the State would reimburse the agency for the adjustment of this manhole. Reference is also made to our October 15, 1971 letter, which approved your estimate and sketch for the adjustment of the manhole and approved the lump sum cost of \$600.00.

The State's offer to reimburse your agency for the cost of adjusting the above listed manhole was based on the assumption that the manhole was located on private property by virtue of an easement to the agency. A further check of the location of the subject manhole and sewer easement as related to our highway right of way has disclosed that the manhole actually resides on highway right of way. Therefore, the State has no obligation to reimburse the agency for the cost of adjusting the conflicting manhole. Those portions of our September 22, 1971 and October 15, 1971 letters obligating the State to reimburse the agency are hereby rescinded.

If further information or assistance is required, please contact Mr. R. H. Rumbolz, 9200 McLoughlin Boulevard, Portland, Oregon 97222, telephone 654-7741, extension 262.

JMC:dl

cc: A. E. Johnson

V. L. Gallagher (2)

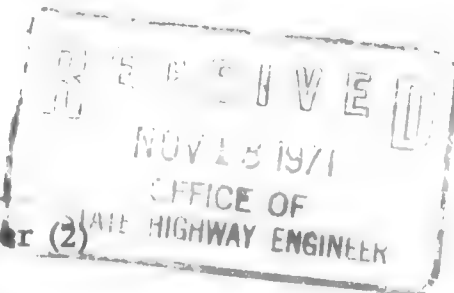
V. E. Skoog

L. W. Rulien

Roy Pyle

D. R. Adams

R. H. Rumbolz



Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
NOV 16 1971

US-466(7)
7669

November 16, 1971

Lord Bros. Contractors, Inc.
437 North Columbia Boulevard
Portland, Oregon 97217

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7669 for work on
the Walker Road Interchange
Section of the Desvortan-Tigard
Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

or
Enclosure

cc General Insurance Co. of America
Portland Service Office
1300 S. W. First
Portland, Oregon 97201

cc F. D. Morgan
I. D. Merchant
L. H. Young
Attn: Vince Callagher
L. W. Bulion
Roy Pyle

RECEIVED
FORM 2-30 (11-67)
NOV 19 1971

FOR FILE

115-1166(7)
1669

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

November 16, 1971
Salem, Oregon

To: Mr. Frank Morgan
Construction Engineer

BUILDING

SUBJECT: Walker Road Interchange Project
Beaverton-Tigard Highway
Contract No. 7669
Footpaths and Bicycle Trails

The following items are chargeable to footpaths and bicycle trails on the subject project.

Item No.	Item	Unit	Quantity	Contract Price	Total
10	Aggregate Shoulders	Ton	175	\$ 4.50	\$ 787.50
14	Class B Asphalt Concrete Mixture	Ton	80	6.50	520.00
15	Asphalt Cement in Mixture	Ton	5	35.00	175.00
33 thru 49 incl.	Structure Items	-	*13.25%	376,275	49,856.44
				Total	\$51,338.94

* Percent of Sidewalk Area to Total Area of Structure

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

CGS:jh

cc: F. B. Klaboe ✓
V. E. Skoog
L. H. Young
C. G. Swenson



DEFINITE
NOV 5 - 1971

FOR FILING

US-466(9)
7669

November 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of November 4, 1971, is requested in the award of contract for the Walker Road Interchange Section, Project No. US-466(9).

The contractor receiving the award is Lord Bros. Contractors, Inc., in the amount of \$857,000.00, with Contract No. 7669 assigned. This bid was received on October 28, 1971 and awarded on November 4, 1971.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway
Administration endorsement.

Date _____
I concur in the award.

R. E. Simpson
Division Engineer

DAR:alc

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RECEIVED
NOV 4 - 1971

FOR FILING

LIS-466(9)
1669

November 4, 1971

Lord Bros. Contractors, Inc.
P. O. Box 17197
Portland, Oregon 97217

Gentlemen:

The State Highway Commission on November 1, 1971, accepted your proposal for work on the Walker Road Interchange Section of the Beaverton-Tigard Highway in Washington County for the sum of \$857,000 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received, and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7669.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc

cc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland
Frank Morgan
Ivan Merchant
L. W. Rulien
Roy Pyle
Wm. Geibel (SAIF)

DISPATCH
NOV 2 1971

FOR FILING

US-466(9)
7669

November 2, 1971
Lord Bros. Contractors, Inc.
P. O. Box 17197
Portland, Oregon 97217

Gentlemen:

The State Highway Commission on November 1, 1971, accepted your bid in the amount of \$877,000 on the Walker Road Interchange Section of the Beaverton-Tigard Highway in Washington County, which was the low bid received for that job on October 28.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as approval of the Federal Highway Administration is received. When approval is received, we will let you know.

You are reminded of the requirements included in the HSD Special Provisions for "On-The-Job Training". The fourth paragraph of the Special Provision requires that you must receive approval of ".... the number of trainees to be trained in each selected classification" before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
bc

Frank Morgan
Ivan Merchant
L. V. Hallen
Roy Pyle

RECEIVED
NOV 2 1971

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 1, 1971

US-466(7)
7667

SUBJECT. Bid Opening - October 28, 1971

To: Memorandum to the Files

In opening bids, it was found that the low bidder on Job No. 10 (Walker Road Interchange Section) had not completed the certification of nondiscrimination in employment form.

This matter was discussed with Mr. Leonard Lindas, Chief Counsel for the Highway Division, and it was Mr. Lindas' opinion that this was a patent error in which the Highway Commission is given the power to correct.

The low bidder, Lord Bros. Contractors Inc., was contacted by telephone and has agreed to mail in the completed form.

L. H. Young

L. H. Young

Program and Planning Engineer

RECEIVED
OCT 29 1971

FOR FILING

US-466 (9)
7669

October 28, 1971

Lord Bros. Contractors, Inc.
437 N. Columbia Blvd.
Portland, Oregon 97217

Gentlemen:

The proposal you submitted on the Walker Road Interchange Section of the Beaverton-Tigard Highway must have a completed certification of nondiscrimination in employment form before it can be considered for award.

Will you please complete one of the enclosed "Certification of Nondiscrimination in Employment" forms and return to the Program and Planning Section, Room 207 State Highway Building, Salem, Oregon 97310.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.

RECEIVED
OCT 29 1971

FOR FILING

10-26-71

FORM PR-1240
(REV. 6-68)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL AID PROJECT NO.
US-466(9)

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.
WALKER ROAD INTERCHANGE
SECTION

FROM:

R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME

WASHINGTON

ITEM NO.

U-161

PROGRAM STAGE (Check)

☐ 1 ☒ 2

TO:

Mr. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Klaboe
Cpy Edus
10-28

Young w/enc
10-29-71

DATE PS&E APPROVED

OCTOBER 6, 1971

DATE AUTHORIZATION EFFECTIVE

OCTOBER 6, 1971

FEDERAL ROUTE NUMBER

FEDERAL AID SECONDARY ROUTE 628

STATE ROUTE NUMBER

BEAVERTON TIGARD HIGHWAY ROUTE #144

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF \$2,500.00; ON THE JOB TRAINING IN THE AMOUNT OF \$800.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF \$1,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW



PRELIMINARY ENGINEERING TO DETERMINE
LOCATION ONLY



ACQUISITION OF RIGHT-OF-WAY



PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
PREPARATION



CONSTRUCTION - ADVERTISE FOR RECEIPT OF
BIDS



OTHER (Specify) ON THE JOB TRAINING 800.00
TEMPORARY EROSION CONTROL \$1,000.00



CONSTRUCTION - PROCEED ON AN AGREED PRICE
AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S OCTOBER 4, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HERewith.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 - "FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

RECEIVED
OCT 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER
FOR DIVISION ENGINEER

DATE

10-26-71

SIGNATURE OF APPROVING OFFICIAL

R. E. Simpson

TITLE

FOR DIVISION ENGINEER

RECEIVED
NOV 10 1971

FOR FILING

US-466(7)
7669

October 21, 1971

Mr. John F. Crockett
Chief, Engineering Division
Washington County
Courthouse
Hillsboro, Oregon 97123

50

10-19-71

MISC. CONTRACTS
AGREEMENTS No. 2866

Dear Mr. Crockett:

Attached for your records is a fully executed copy of a supplemental agreement concerning construction of the Walker Road Interchange Section on the Beaverton-Tigard Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Att.

cc H. S. Cox
(conf. agree. att.)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
September 7, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Supplemental Throughway Agreement
Walker Road Interchange Section
Beaverton-Tigard Highway No. 144
Washington County
(original agreement 7/13/65)

Attached hereto are four copies of a Supplemental Agreement that have been properly executed by Washington County, and a suggested draft of a letter which may be used for presentation to the Highway Commission.

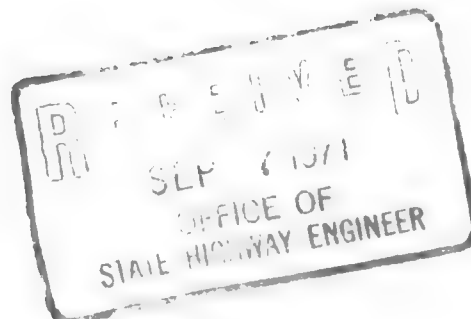
This project is scheduled for contract at the October 28 bid opening with an estimated cost of \$750,000.

Please review the provisions of the agreement and, if found acceptable for your signature, forward to the Highway Commission Secretary for his consideration and placement on the agenda of the October 19 Commission meeting.

Mainor C. Holmes
Mainor C. Holmes
Office Engineer
County and City Section

MCH:lat

Att.





WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

August 31, 1971

BOARD OF COMMISSIONERS
BURTON C. WILSON JR., Chairman
JOHN C. ANICKER
LYELL GARDNER
ELDON HOUT
WILLIAM MASTERS

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

H. S. Cox
City-County Engineer
Oregon State Highway Division
Salem, Oregon

Dear Sir:

Enclosed are the four copies of the agreement between the State of Oregon and Washington County for the construction and maintenance of the proposed interchange at Walker Rd. and Highway 217. These documents have been executed by the Chairman of the Board of County Commissioners as authorized by Minute Order No. 71-207 dated August 24, 1971. A copy of said Minute Order is enclosed. Upon the execution of these documents by the State Highway Commission please return the necessary copies to this office and we will have them recorded and keep our file copy.

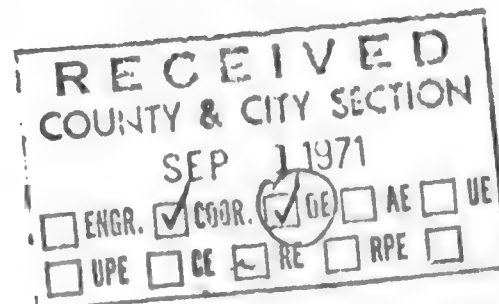
Thank you very much for your cooperation in this matter.

Yours very truly,

John F. Crockett
John F. Crockett
Chief, Engineering Division

JFC:bh

Enc.



WASHINGTON COUNTY

Inter-Department Correspondence

Date August 18, 1971

To : Honorable Board of County Commissioners

From : Chief, Engineering Division
For:
Director of Public Works

Subject : Agreements For Walker Road Interchange Construction

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS

MINUTE ORDER # 71-467

DATE 8-24-71

John F. Crockett
CLERK OF THE BOARD

At your regular meeting of July 6, 1971, by Minute Order No. 71-324 your Board authorized the temporary closure of Walker Road during the time of construction of subject overpass approach roads.

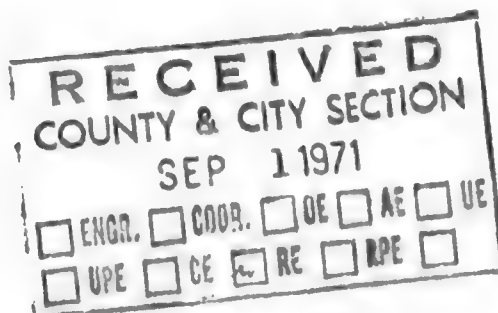
The State of Oregon Highway Division has presented for execution the standard agreement to be entered into between Washington County and the State covering the construction of such an interchange as this where it involves the intersecting county road. This agreement in effect permits the construction to take place on the county right of way outside of the normal highway right of way and under the terms of this agreement after the construction is completed the newly built approaches outside the State Highway right of way will revert to County control and maintenance.

It is the recommendation of this department that your Board authorize the Chairman to execute the attached agreements.

This interchange is scheduled for bid letting in the October bidding by the State Highway Commission.

John F. Crockett
John F. Crockett
Chief, Engineering Division
For:
Ken Meng
Director of Public Works

JFC:bh
Attachment



Form FHW-21 (2-67)

UNITED STATES GOVERNMENT

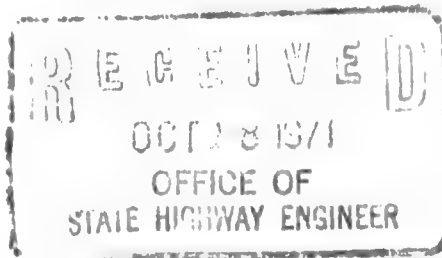
Memorandum

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project US-466(9)
Walker Road Interchange Section
Contractor's Access to Right of Way

The information furnished in Mr. Young's September 29, 1971 letter on the above subject has been reviewed and it has been determined as allowed under paragraph 10f of PPM 21-6.3 to be in the public interest to proceed with the subject project although all the right of way will not be available to the contractor at the time of the award of that contract. One parcel, file No. 45373 located in the southeast quadrant of the interchange area will not be available until after December 15th. This determination was effective October 6, 1971.



10-19-71
REFERRED TO
Young - Hall
State Highway Engineer



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 6 - 1971

FOR FILING

US-466(9)
7669

October 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97303

Dear Sir:

Complete P.S. & E. documents have been submitted to your department for each of the following Federal-aid Projects, and accordingly, we are requesting your authorization to advertise for bids to be received on October 23, 1971.

I-205-5(23) 301 S.E. Causey Ave.-Gladstone Int. Section
US-466(3) Walker Road Int. Section

Compliance with paragraph 16 of PPM 21-7.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on these projects.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

Mr. R. E. Simpson
October 4, 1971
Page 2

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12 and IM 80-1-68.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:dg

RECEIVED
SEP 30 1971

FOR FILING

US-466(9)
7669

September 29, 1971

Mr. R. H. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Walker Road Intake. Section
Project No. US-466(9)

Dear Sir:

We hereby request the requirements of paragraph 7c of FPM 21-12 and 10a of FPM 21-6.3 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated award date) be waived as being in the public interest for the above-mentioned project.

The right-of-way restriction involves a house and property located 160 feet left of Sta. 144. The 90-day notification time will be up on October 26, 1971, and condemnation has been filed with a trial date set for October 26, 1971. Buildings on the property are to be given to the contractor as soon as the jury has viewed the area and the owners' legal counsel has told them to move.

We believe it is advantageous to advertise the project at this time to allow the contractor time to complete the project this winter and next construction season. The structure is 49% of the contract cost and this can be built without delay due to the right-of-way restriction. It is not anticipated that the contractor will do any of the roadwork during the restrictive time but we feel the contractor can utilize the time to good advantage by ordering the structure materials and constructing the structure footings.

The attached sketches delineate the restricted right-of-way outlined in red and the contract specifications will contain the restrictive clause and controlling dates as required in paragraph 6c of FPM 21-6.3, that the areas as shown will not be available for the contractor's use until after December 15, 1971.

Mr. R. H. Simpson
September 29, 1971
Page 2

There are important advantages to award the contract at the scheduled time rather than delaying till the right-of-way is completely clear in that the construction is planned to be started and completed on schedule with the right-of-way purchase in the limited area described above, the project is designed and ready for award and the financing is available. The restriction will not cause any delay to the contractor in the final completion date or increase the cost of the overall project. Considering the above-mentioned facts, we feel it is in the public interest to advertise for bids to be received on October 23, 1971.

Enclosed are two copies of a right-of-way sketch of the area involved. If further information is necessary, please advise.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb
Enc.

cc: F. B. Klaboe
Frank McKinney
John Oakes
Frank Hall
R. W. Chase

TRANSACTION NUMBER 10-3

FORM PR-48
REV. 7-67)U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATE HIGHWAY DEPARTMENT

DATE

OREGON

9-29-71

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

BY (Signature)

MR. YOUNG'S SEPTEMBER 20, 1971 LETTER

TITLE

PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS

☐ FAI☐ FAP☒ FAU☐ FAS☐ OTHERS

OTHER IDENTIFICATION AND/OR REMARKS (Show)

STAGE 1

ITEM NOS. _____ THRU _____

ITEM NO. PROJECT NOS.

STAGE 2

ITEM NOS. 161 THRU _____

LENGTH (Miles) TOTAL ESTIMATED COST

FEDERAL FUNDS

LOCATION

WORK

161 US-466(9)

0.00

750,000

476,600

WALKER ROAD INTERCHANGE
(BEAVERTON)GRADE-DRAIN-HIGH TYPE
PAVEMENT-U' CROSSING
STRUCTURE-TRAFFIC SIGNS
AND MEDIAN BARRIER.*Young*
9-29-71NOTED
TOM EDWARDSRECEIVED
OCT 5 - 1971
FOR FILING

REMARKS (Division)

US-466(9)
7669

RECOMMENDED

DATE

SIGNATURE AND TITLE

DATE

FOR

SIGNATURE AND TITLE
R. E. SIMPSON, DIVISION ENGINEER

APPROVED

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

RECEIVED
SEP 28 1971

FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

115-466(7) Memorandum
7669

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: September 23, 1971

In reply refer to: 08-35.6

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant
FROM : *Hart*
R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project SU-466(-)
Walker Road Interchange
Sunset Highway - Beaverton Section
Bridge No. 13494

We approve the check plans submitted with Mr. Hart's letter of
September 20, 1971, for the subject project.

Johansen

9-27
Orig. Br.

NOTED
TOM EDWARDS

RECEIVED
SEP 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN



RECEIVED
D

UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

September 22, 1971

General Telephone Company of the Northwest
4155 S.W. Cedar Hills Boulevard
Beaverton, Oregon 97005

Re: Telephone Facility Conflict
Walker Road Interchange Section
Beaverton-Tigard Highway
Washington County

ATTENTION: Mr. R. E. Evenson

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on October 28, 1971. A joint use pole located twenty feet north of "Wx" 27+70 conflicts with the construction requirements of the subject project and must be adjusted.

The above conflict is located on public road right of way and, therefore, its adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. R. H. Rumbolz, P.O. Box 02157, Portland, Oregon 97202. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. **YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. R. W. Pyle, 10152 S.W. Parkway, Portland, Oregon 97225, telephone 297-2676, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.**

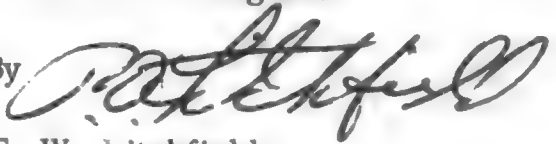
General Telephone Company of the Northwest
September 22, 1971
Page 2

Further information concerning construction details may be secured from Mr. Pyle. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Rumbolz.

Very truly yours,

F. D. Morgan
Construction Engineer

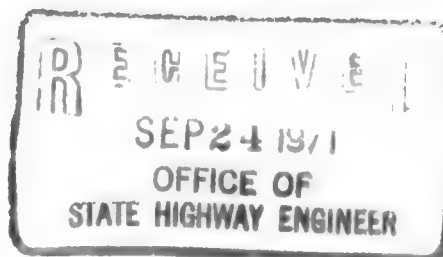
By


T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures

cc: General Telephone Company of the Northwest
Attn: Mr. E. R. Busboom

A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
R. W. Pyle
R. H. Rumbolz



RECEIVED
SEP 28 1971

FOR IMMEDIATE



**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

September 22, 1971

115-466(9)
Pacific Northwest Bell Telephone Company
7669 421 S. W. Oak Street, Room 437
Portland, Oregon 97204

Re: Telephone Facility Conflict
Walker Road Interchange Section
Beaverton-Tigard Highway
Washington County

ATTENTION: Right of Way Supervisor

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on October 28, 1971. A joint use power and telephone stub guy pole located eighteen feet north of "Wx" 40+25 conflicts with the construction requirements of the subject project and must be adjusted.

The above conflict is located on public road right of way and, therefore, its adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. R. H. Rumbolz, P.O. Box 02157, Portland, Oregon 97202. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. R. W. Pyle, 10152 S.W. Parkway, Portland, Oregon 97225, telephone 297-2676, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Pacific Northwest Bell Telephone Company
September 22, 1971
Page 2

Further information concerning construction details may be secured from Mr. Pyle. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Rumbolz.

Very truly yours,

F. D. Morgan
Construction Engineer

By

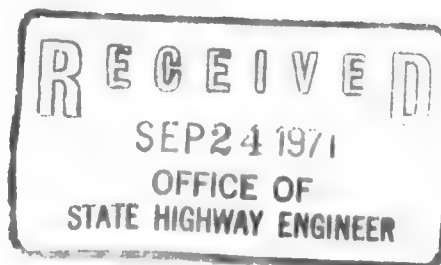

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

Enclosures

cc: Pacific Northwest Bell Telephone Company
410 N.E. Clackamas Street
Portland, Oregon 97222
Attn: Mr. Bob Reese

A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
R. W. Pyle
R. H. Rumbolz





RECEIVED
SEP 28 1971

UTILITY **FOR FILING**

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

September 22, 1971

LIS-4667
7667 Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

Re: Power Line Conflict
Walker Road Interchange Section
Beaverton-Tigard Highway
Washington County

ATTENTION: Mr. Roger W. Sharp

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on October 28, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted. The conflicts are as follows:

Power pole No. 10566, 20 ft. North of "Wx" 27+70, on Public R/W
Power pole No. 3037, 15 ft. North of "Wx" 30+32, on Public R/W
Power pole No. 3036, 200 ft. North of "Wx" 30+32, on Public R/W
Power pole No. 512, 7 ft. North of "Wx" 40+15, on Public R/W
Stub guy pole, 18 ft. North of "Wx" 40+25, on Public R/W

All of the above conflicts are located on public road right of way and, therefore, their adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. R. H. Rumbolz, P.O. Box 02157, Portland, Oregon 97202. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. **YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. R. W. Pyle, 10152 S.W. Parkway, Portland, Oregon 97225, telephone 297-2676, BEFORE ENTERING ON ANY**

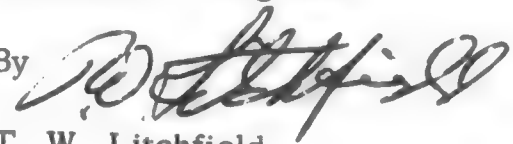
Portland General Electric Company
September 22, 1971
Page 2

NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Pyle. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Rumbolz.

Very truly yours,

F. D. Morgan
Construction Engineer

By 
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures

cc: Portland General Electric Company
Attn: Mr. C. J. Irelan

Portland General Electric Company
171 Second Avenue
Hillsboro, Oregon 97123
Attn: Mr. Roy Henderson
Chief Field Engineer

A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
R. W. Pyle
R. H. Rumbolz





RECEIVED
SEP 28 1971

UTILITY DIVISION

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

September 22, 1971

Re: Gas Main Conflict
Walker Road Interchange Section
Beaverton-Tigard Highway
Washington County

615-466(7)
Northwest Natural Gas Company
123 N.W. Flanders Street
Portland, Oregon 97209

ATTENTION: Mr. G. R. Weaver

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on October 28, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted. These facilities are as follows:

4-inch gas main, valves, etc., along "Wx" line from Station 26 to 42. Will be covered with embankment for most of its length, and will conflict with pile-driving operation at the structure site.

2-inch gas main along easterly side of Roxbury Avenue will be covered by embankment from 50 ft north to 65 ft south of "Wx" 30+65; future access would be prohibited.

The above facilities are located on public road right of way and, therefore, their adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. R. H. Rumbolz, P.O. Box 01257, Portland, Oregon 97202. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. R. W. Pyle, 10152 S.W. Parkway, Portland, Oregon 97225, telephone 297-2676, BEFORE ENTERING ON ANY

Northwest Natural Gas Company
September 22, 1971
Page 2

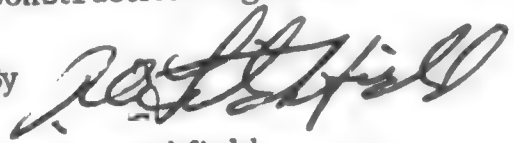
NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Pyle. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Rumbolz.

Very truly yours,

F. D. Morgan
Construction Engineer

By


T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

Enclosures

cc: Northwest Natural Gas Company
Attn: Mr. Don Thomas

A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
R. W. Pyle
R. H. Rumbolz





RECEIVED
SEP 28 1971

UTILITY UNIT
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

September 22, 1971

Re: Sanitary Sewer Conflict
Walker Road Interchange Section
Beaverton-Tigard Highway
Washington County

115-466(7)
7669 Unified Sewerage Agency
326 N.E. Lincoln Street
Hillsboro, Oregon 97123

ATTENTION: Mr. James Gilmer
Staff Engineer

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on October 28, 1971. A sanitary sewer manhole located 70 feet west of "C" Line Station 148+55 must be adjusted vertically to conform to the re-constructed grade of the subject project.

The manhole is located on private property, therefore, the cost of its adjustment will be reimbursable. Reimbursement is made pursuant to State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate and sketch map for all the work to be done and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. R. H. Rumbolz, P.O. Box 02157, Portland, Oregon 97202 at the earliest possible date in order to avoid delay in the construction of this project.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. R. W. Pyle, 10152 S.W. Parkway, Portland, Oregon 97225, telephone 297-2676, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

United Sewerage Agency
September 22, 1971
Page 2

Further information concerning construction details may be secured from Mr. Pyle. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Rumbolz.

Very truly yours,

F. D. Morgan
Construction Engineer

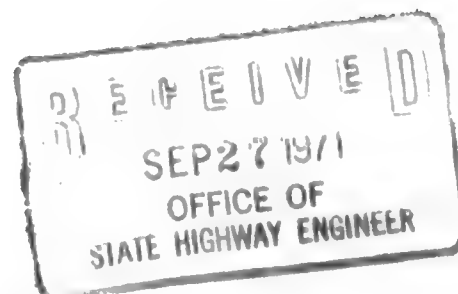
By 

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

Enclosures

cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
R. W. Pyle
R. H. Rumbolz





RECEIVED
SEP 28 1971
UTILITY UNIT
FOR FILING
OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

September 22, 1971

LIS-466(7)

7669

Wolf Creek Highway Water District
12845 N.W. Cornell
Portland, Oregon 97229

ATTENTION: Mr. Cicero Smith
Superintendent

Re: Water Facilities Conflict
Walker Road Interchange Section
Beaverton-Tigard Highway
Washington County

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on October 28, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted. These facilities are as follows:

16-inch water valve, 13 feet north of "Wx" Station 30+70
6-inch water valve, 2 feet south of "Wx" Station 30+20

The two conflicts are located on county road right of way, therefore, under the terms of Chapter 272, Oregon Laws 1967, the cost of adjustment is reimbursable. Reimbursement is made pursuant to State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate and sketch map for all the work to be done and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. R. H. Rumbolz, P.O. Box 02157, Portland, Oregon 97202 at the earliest possible date in order to avoid delay in the construction of this project.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

Wolf Creek Highway Water District
September 22, 1971
Page 2

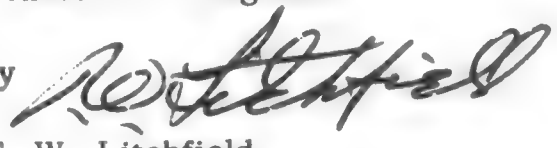
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Further information concerning construction details may be secured from Mr. Pyle. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Rumbolz.

Very truly yours,

F. D. Morgan
Construction Engineer

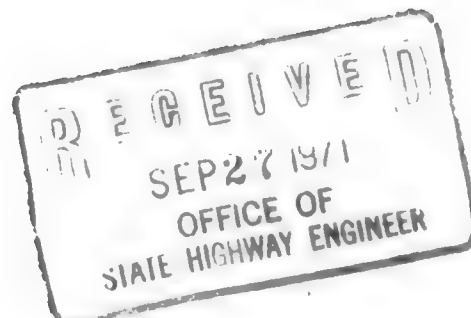
By


T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

Enclosures

cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
R. W. Pyle
R. H. Rumbolz



FUR FILLS

466 (9)
7669

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

We are submitting program data for one Federal-aid Urban Project, Item No. 161, Project No. US-466(9), Walker Road Interchange Section, which we desire to have included in the Federal-aid Urban Highway Program.

State and District Clearinghouse reviews of this project is not required under the provisions of paragraph 2(b) of DI-50-1-70 as a substantial amount (+ 90%) of the right-of-way was acquired prior to September 30, 1969.

It is our present intention to receive bids for this project on October 28, 1971.

L. H. Young
Program and Planning Engineer

JG:jn

MONTHLY TRANSACTION NO.				FORM PR-3 (REV. 4-61)				FEDERAL - A			
DATE SUBMITTED TO W.O.				9-20-71							
CARD 2	REPORT NUMBER 1		PROJECT LOCATION (45 typewriter spaces) SR 217 0.56 mi. N. of City of Beaverton				ADT		PRESENT 18,400	FUTURE 38,400	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H.T. Pave & 1 Str.				NATL. FOREST	FM ROUTE NO.	SUPV AGENCY	DA CLASSIF.	DA AREA	EMERG. YR.	
CARD 4	CLASS OF FEDERAL FUNDS Urban								COUNTY NAME		
	NAME OF URBAN AREA Portland								ROUTE NO. 5	FEDERAL 6	
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	ESTIMATED PRO FEDERAL F	
1	(1448)	(16)	61	42	43	46	SR 217 0.56 mi. N. of City of Beaverton	(54) (55) (56)	(56) (57)		
5					PE		(Walker Road Intchge. Section)				
5					ROW						
5					CONST (CODE)			0.00	750,000	476,600	
CARD 1	CODE 1	PREPARED BY				PROJECT TOTALS		0.00	750,000	476,600	
1	14	PROGRAM APPROVAL DATES						(16)	(23) (24)		

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADSFEDERAL-AID PROGRAM DATA
(PPM 21-1)

ADT	PRESENT 18,400	FUTURE 38,400	YEAR 91	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 032	ITEM NO. 161
ADT	(58)	(59)	(60)	(61)	(62)	(63)	(64)	(65)
ADT	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PREFIX LETTER(S)	PROJECT NUMBER HUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
ADT	(66)	(67)	(68)	(69)	(70)	(71)	(72)	(73)
ADT	(74)	(75)	(76)	(77)	(78)	(79)	(80)	(81)
ADT	(82)	(83)	(84)	(85)	(86)	(87)	(88)	(89)
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ADT	(890)	(891)	(892)	(893)	(894)	(895)	(896)	(897)
ADT	(898)	(899)	(900)	(901)	(902)	(903)	(904)	(905)
ADT	(906)	(907)	(908)	(909)	(910)	(911)	(912)	(913)
ADT	(914)	(915)	(916)	(917)	(918)	(919)	(920)	(921)
ADT	(922)	(923)	(924)	(925)	(926)	(927)	(928)	(929)
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ADT	(962)	(963)	(964)	(965)	(966)	(967)	(968)	(969)
ADT	(970)	(971)	(972)	(973)	(974)	(975)	(976)	(977)
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ADT	(986)	(987)	(988)	(989)	(990)	(991)	(992)	(993)
ADT	(994)	(995)	(996)	(997)	(998)	(999)	(1000)	(1001)

Additional Data: Items 118A & 1015;
Projects US-466(2) & SU-466(8) respectively.

- OVER -

USCOMM DUSCOMM-DC 48908-P81

WALKER ROAD INTERCHANGE SECTION
PROJECT NO. US-466 (9)

Remarks - continued.

Project Data: The project consists of grading and draining high-type pavement of "ON" and "OFF" ramps and Walker Road plus the construction of one undercrossing structure to provide a full diamond interchange. Installations of necessary traffic signs. Installation of approximately 1044' of median barrier in the existing median area of the Beaverton-Tigard Hwy. (Existing 4-12' lanes, 10' shoulders and 16' median).

NOTE: The illumination and landscaping will be done under a separate project or projects in the future as "stage construction".

Roadway: (Existing) Type Code 6204.

Structure: Br. No. 13494; Hwy. under hwy.; Prestressed conc. box girder; Length 228'; H.C. 60'; 5' walks both sides (Type Code X781, est. cost \$500,000).

Public Hearing: Held April 12, 1960.

Design Approval: Overall design approval was considered given under the Secondary Road Plan for Projects US-466 (2) and SU-466 (8) under which the major right-of-way acquisition and roadway construction of this section was accomplished. This interchange was shown as future construction on the plans for the aforesaid projects, therefore it is considered a part of the ultimate design of the facility.

State and District Clearinghouse Review: Exempt under paragraph 2(b) of IM 50-1-70 as a substantial amount (+ 90%) of right-of-way was acquired prior to September 30, 1969.

Environmental Statement: Not required as design approval granted prior to February 1, 1971.

NOTE: It is the Highway Division's present intention to require 1 trainee, as set forth in FHWA Order, Interim 7-2(2), on this project.

RECEIVED
SEP 10 1971

FILED
215-466(9)
7669

September 10, 1971

Oregon State Highway Commission

Gentlemen:

The Washington County Board of Commissioners has authorized signature of a supplemental throughway agreement concerning construction of the Walker Road Interchange Section of the Beaverton-Tigard Highway. The original agreement, dated July 13, 1963, made provision for an interchange at this location, but the exhibit map which was available at that time did not contain sufficient detail to show the realignment of Walker Road nor the necessity of closing the existing road.

OSC. CONTRACTS and
AGREEMENTS No. 2266

Washington County concurs in our recommendation for the closure of existing Walker Road and agrees to assume all the State's right, title, interest, jurisdiction, maintenance, and control of that portion of the road that is to be constructed on new alignment as a part of this project. The original agreement of July 13, 1963, remains in full force and effect.

This project is currently scheduled for contract at the October 28 bid opening with an estimated cost of \$730,000. I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be presented for your consideration at the October 19 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

MCH:lat kw
cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor Wolfe
F. D. Morgan
L. H. Young
V. E. Skoog
P. L. Hall
H. S. Cox
L. W. Rulien

RECEIVED
AUG 18 1971

FOR FILING

45-1166(9)
7669

August 12, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: Oregon Project OS 466(-)
Walker Road Interchange
Washington County - Bridge 13494
Your Ref. OS-36.6

Your July 28 letter of approval of the preliminary plan for the Walker Road structure requested a review of the pile lengths for Bent 4. Mr. Craft, Bridge Foundation Engineer, has reviewed his recommendations on piling requirements and believes that the pile length for Bent 4 as recommended is adequate.

The piling at Bent 4 are to be driven to a bearing value of 40 tons per pile rather than the normal 30-ton value for 14-inch prestressed piling.

Two test holes were drilled near Bent 4. Of the two, the material at test hole "No. 1 m" indicated the least resistance to driving and was used in estimating the pile lengths. The fills at the ends of the proposed structure are being placed at this time. It is anticipated that some consolidation of the underlying material will occur. This should also act to increase pile resistance.

Very truly yours,

R. L. Porter
State Highway Engineer

By

cc R. L. Porter
Tom Edwards
I. D. Merchant

A. E. Johnson¹¹
Assistant State Highway Engineer

WJH:dh ms

396

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 28, 1971

FROM : *Hatchell*
R. E. Simpson, Division Engineer
Salem, Oregon

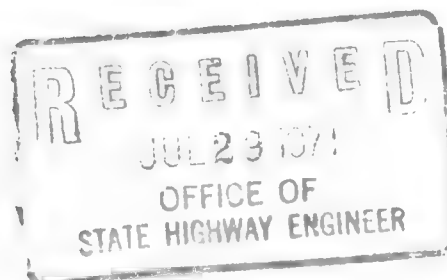
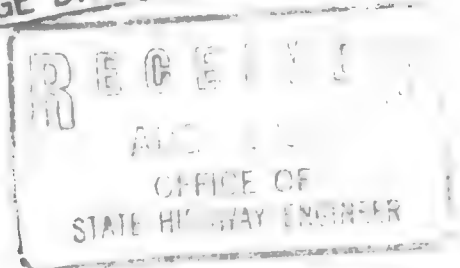
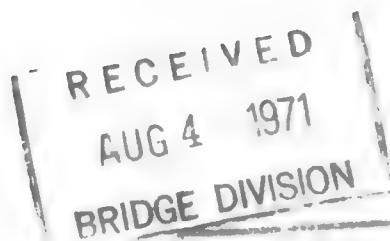
In reply refer to: 08-35.6

SUBJECT: Oregon Project SU 466(-)
Walker Road Interchange

Preliminary plan data for the Walker Road structure submitted by Mr. Merchant's March 30 and July 7 letters have been reviewed and are approved.

We note on the foundation data that the approach fills are to be placed from waste material on the current contract. We believe this is a good idea. We further note that the piling in these fills are to be placed in prebored holes and we agree to this also.

The pile lengths shown for Bents 1 and 2 appear adequate. The piling lengths shown at Bent 3 are probably satisfactory, but we have doubts that the piling at Bent 4 are long enough. Would you please review your estimates in this area.



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN



RECEIVED
AUG 5 - 71

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7669
HIGHWAY BUILDING

SALEM, OREGON

97310

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97308

August 4, 1971

SUBJECT: Oregon Project US 466(-)
Walker Road Interchange Section
Beaverton-Tigard Highway No. 144
Washington County

Dear Mr. Simpson:

Attached hereto for your consideration is an advance copy of a proposed Supplemental Throughway Agreement covering the closure, realignment and transfer to the County of a portion of Walker Road. These particular details were not covered in the original agreement, dated July 13, 1965, for the Sunset Highway-Pacific Highway Section.

Following approval and signature by State and County officials, two conformed copies of the agreement will be submitted for your concurrence, if required.

Very truly yours,

R. L. Porter
State Highway Engineer

By

H. S. Cox
County and City Engineer

MCH:ljt
Att.

cc: F. B. Klaboe
L. H. Young
L. I. Lindsay
Eloyd Quarry

NOTED
LOYD QUERY



RECEIVED
AUG 6 - 1971

FOR FILING
**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING

bc: Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
L. H. Young
F. L. Hall
L. W. Rulien (w/att)

SALEM, OREGON

97310

August 4, 1971

Mr. Ken Meng, Director
Washington County Dept. of Public Works
232 M N.E. Lincoln
Hillsboro, Oregon 97123

Dear Ken,

Enclosed herewith for your consideration are four copies of a proposed Supplemental Throughway Agreement pertaining to the construction of the Walker Road Interchange Section of the Beaverton-Tigard Highway. The original agreement dated July 13, 1965 made provision for an interchange at this location, but the exhibit map used at that time did not have sufficient detail to show the realignment of Walker Road nor the necessity of closing the existing road.

This Supplemental Agreement is for the express purpose of accomplishing the closure of Walker Road and the transfer to County of that portion which is to be constructed on new alignment.

Please examine the provisions contained in the proposed supplement carefully and, if found to be acceptable, present it to the Board of County Commissioners with your recommendation of approval. Request the Board to execute three copies, have the Director of Records and Elections attest, affix the County Seal, and forward the three signed copies to this office for presentation to the Highway Commission. Following certification by the Highway Commission Secretary a fully executed copy will be returned for the County's permanent records.

This project is currently scheduled for contract at the October bid opening. Because of this, we solicit your aid in expediting this matter. We appreciate your continued interest and cooperation and, if we can be of any assistance whatever, please feel free to call Salem 378-6514.

Very truly yours,

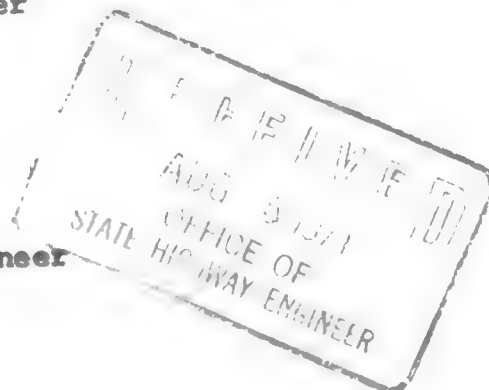
R. L. Porter
State Highway Engineer

By

Mainor

for H. S. Cox
County and City Engineer

MCH:ljt
Encl.



RECEIVED
AUG 4 - 1971

FORM 6-30 (REV. 10-52)
FOR FILING

115-4466(7)

7669

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1971

To: V. P. Johnson
TRAFFIC CONTROL ENGINEER

SUBJECT: Signing Study Plans
Walker Road Interchange
Beaverton-Tigard Hwy.
Washington County

BUILDING

Returned herewith without signature are the signing project plans on the subject interchange. I feel that the following items should be clarified before Maintenance can approve the drawings.

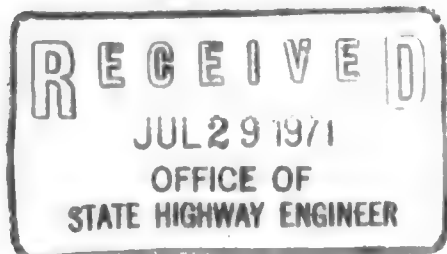
(1) The ramp terminal signs on Walker Road are identical to the signs now showing on the construction plans for the Walker road grade crossing. An effort should be made to utilize these signs in the new installation.

(2) It is apparent that plans are in the making for converting highway 217 to a full freeway from Interstate 5 to the Sunset freeway. The new national manual indicates the use of exit numbers on all freeways whether or not they are on the Interstate system. Now would be the time to add the exit numbers to this Interchange.

(3) The advance signs for the Cedar Hill Interchange on the Sunset highway should reflect the destinations which have been carried northwesterly on highway 217 beginning at the Junction with Interstate 5. Destinations of Beaverton and Tigard have been dispatched with at earlier Interchanges. We should then follow through with "Ocean Beaches" and "Sunset Highway." Since the destinations are in opposite directions at this full Interchange, we should use the plural exit designation as is used on the southeasterly terminex of this highway.

Robert N. Bothman
Maintenance Engineer

By



ORIGINAL SIGNED BY JAMES J. GIX
James J. Gix
Bridge & Sign Maintenance Engineer

JJG:rr

cc: E. S. Hunter
F. B. Klaboe

RECEIVED
JUL 23 1971



BOARD OF COMMISSIONERS
BURTON C. WILSON JR., Chairman
JOHN C. ANICKER
LYELL GARDNER
ELDON HOUT
WILLIAM MASTERS

WASHINGTON COUNTY

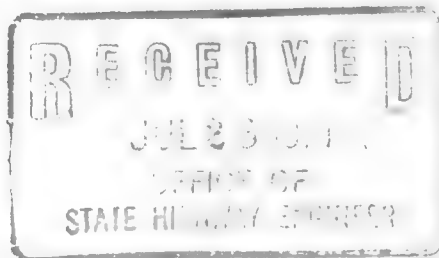
COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

July 20, 1971

*July 19, 1971, Main Cop
Burton-Sunset Hwy Interchange
(7-13-65 agree)*

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

LS-466(7)
7669



Mr. Si Cox
City-County Engineer
Oregon State Highway Division
Department of Transportation
Salem, Oregon

not attached

Dear Si:

Please note that by Minute Order No. 71-324 dated July 6, 1971, copy of which is attached, the Board of County Commissioners did authorize the temporary closure of Walker Rd. in the vicinity of Highway 217. This was to be done at the time of construction of the interchange which is presently being planned for construction in the near future.

I would appreciate very much being informed as the design takes shape for this proposed interchange as I would like to have the opportunity to review with the design people at the earliest convenience as there are some considerations we would appreciate the opportunity to discuss with the State in their design.

Please refer this message to any and all of those departments concerned.

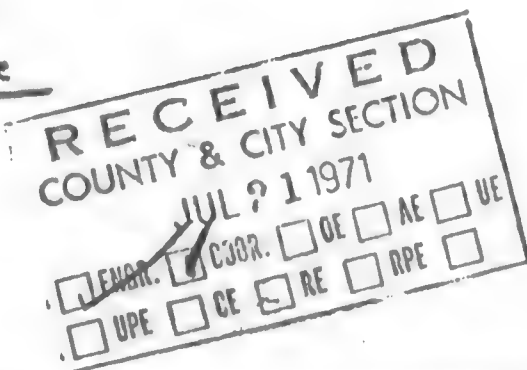
Yours very truly,

John F. Crockett
Chief, Engineering Division

JFC:bh

cc: Larry Rulien

*F.B. Klaboe
F.L. Hall*





RECEIVED
JUN 2 1971

OREGON STATE
HIGHWAY DIVISION

Count
R/W
HIGHWAY BUILDING
Beaverton-Tigard

SALEM, OREGON • 97310

May 17, 1971

Oregon State Highway Commission

AGENDA
JUN 22 1971
4 hr

Gentlemen:

Surveys have been completed on the Walker and Greenburg Road Interchanges on the Beaverton-Tigard Highway in Washington County. Each of these interchanges will replace existing at-grade connections. Public hearings will not be required. The total estimated costs are as follows:

Section	Construction	Structures	R/W	Total
Walker Road Intchse.	\$361,500	\$380,000	\$40,500	\$782,000
Greenburg Intchse.	421,500	441,000	—	862,000

copy by
minutes

These interchanges, listed as select interchanges on Program XII, were tentatively approved February 16, 1971. I recommend construction of these interchanges as soon as Federal funds are available and request your confirmation of finance approval on Program XII.

This matter will be on the agenda for your consideration at the June 22 meeting.

Very truly yours,

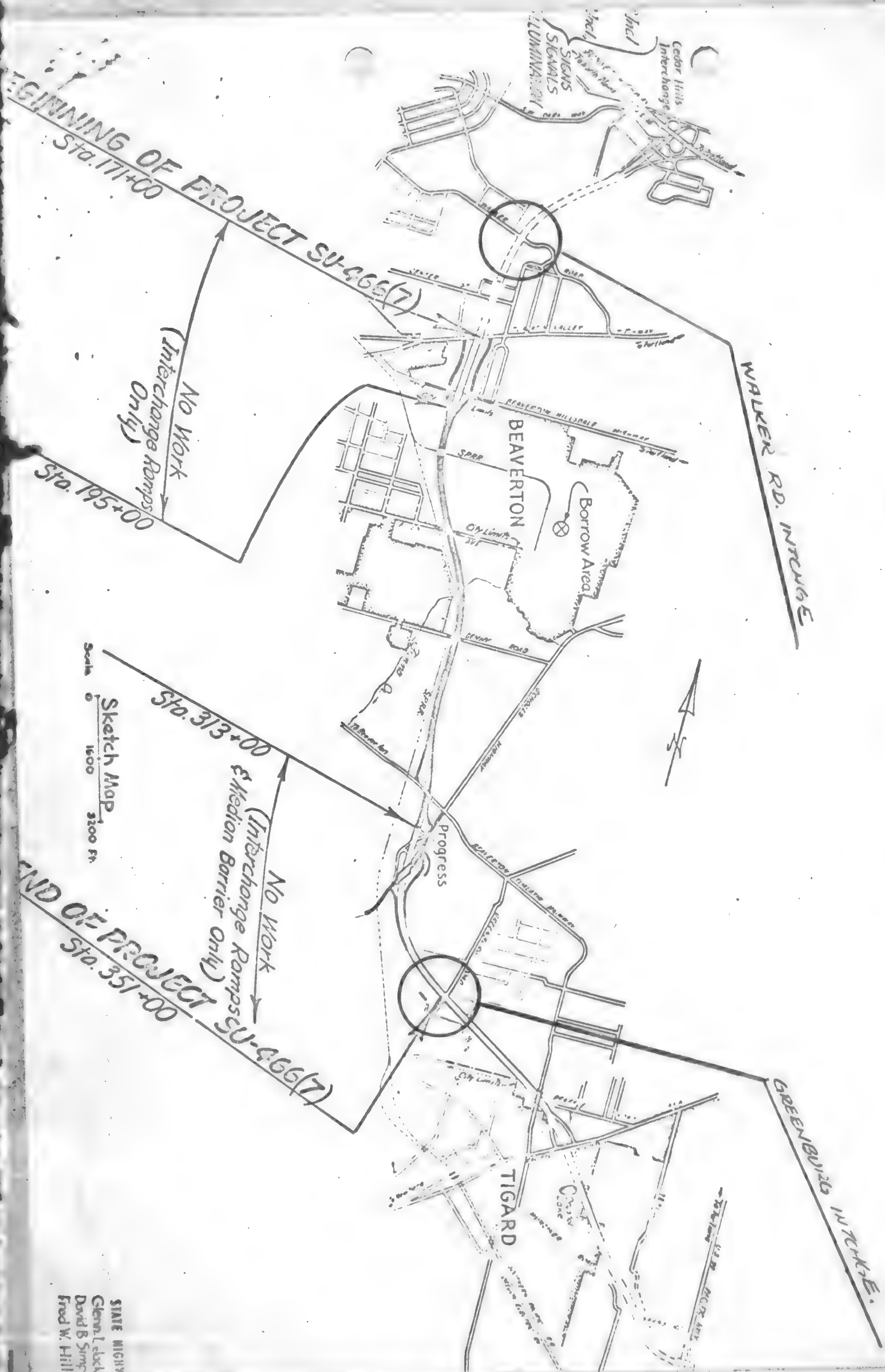
R. L. Porter

R. L. Porter
State Highway Engineer

cc Floyd Query ✓
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
D. H. Moehring
L. H. Young
V. E. Skoog
L. W. Rulien

Survey Resolution
not required
NOTED
FLOYD QUERY
covered by Reso-213

BEAVERTON-PROGRESS SECTION BEAVERTON-TIGARD HIGHWAY WASHINGTON COUNTY JUNE, 1967



STATE HIGHWAY
Glenn L. Stacks
David B. Simpson
Fred W. Hill

RECEIVED
APR 5 1971

FOR FILING



OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 30, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Dear Mr. Simpson:

Walker Road Interchange
Sunset Hwy.-Beaverton Section
Beaverton Tigard Highway
Washington County
Bridge No. 13494

Enclosed are two prints each of the preliminary plan and elevation, Drawing No. 27086, and the geometric sheet for the subject structure. The foundation recommendation is not complete and will be forwarded at a latter date.

The length, width, elevation, and alignment were determined in accordance with the requirements established for the project. A single span post-tensioned box girder was determined to be the most appropriate type for this location. This is the same type of structure as the Center Street Undercrossing which is presently under contract 1400 ft. to the south. The estimated cost of the structure, based on approximate quantities and including an allowance for engineering and contingencies, is \$500,000.

This is being sent to you as a preliminary submission for your approval.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer



JMT/ag
cc: A. E. Johnson
L. H. Young
V. Skoog

I-80N-8(24) Olds Ferry-N. Fk. Jacobsen 1971
354 Gulch Sec., Old Oregon Trail Hwy.
#7670 (Grad., pav., struct. & sign.)

CG A 4975 5-20-74

CG A 4245

6-16-75 STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter) Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 21	COUNTY Malheur	DIVISION Oregon
DATE OF REPORT June 6, 1975	REPORT MADE BY R. A. Nichols, Area Engineer		PROJECT NO. I-80N-8(24)354
COMPLETION DATE May 29, 1974	ACCEPTANCE DATE BY CONTRACT AGENCY May 29, 1974	TIME ELAPSED 81% %	CONTRACT TIME 720 CWD
APPROVED EXTENSIONS None	LOCATION Begins at Olds Ferry Interchange and proceeds southeasterly 12.4 mi. to Sta 244 about 7.5 mi. northwest of Ontario, Oregon.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work. **COPY SENT**

JUN 06 1975

OLDS FERRY-NORTH FORK JACOBSEN GULCH SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, and Signing

Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE R. A. Nichols	Original signed by E. A. NICHOLS	SIGNATURE E. J. Valach	Original signed by E. J. Valach Dist. Engineer
TITLE Area Engineer	DATE 6-6-75	TITLE District Engineer	DATE 6-6-75

Previous Editions Of PR-33E Will Not Be Used.

70

R

CON 5-7670

May 12, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasay
Construction Engineer

Federal-aid Project
No. I-80H-8(24)354

SUBJECT Request Federal Aid Project Acceptance

Contract 7670, Work Completed May 29, 1974

Project Olds Ferry-N. Fork Jacobsen Gulch

Highway Old Oregon Trail

County Malheur

Acceptance: State Highway Commission November 4, 1974
Federal Highway Administration May 29, 1974

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

DC:js

cc: L. W. Rulien
R. D. Church

7670

December 11, 1974

AIR MAIL
The Travelers Indemnity Co.
Fidelity & Surety Department
700 Main Street
Hartford, CT 06103

Gentlemen:

On November 12, 1974, we wrote to you concerning release of final payment on Contract No. 7670 awarded to Gibbons and Reed Company for work on the Olds Ferry-North Fork Jacobson Gulch Section of the Old Oregon Trail in Malheur County.

The total contract amount is \$9,101,972.10 including \$65,502.56 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Gibbons and Reed Company
P. O. Box 13388
Portland, OR 97213

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

7670

December 2, 1974

State Treasury Department
103 State Capitol Building
Salem, OR 97310

Attention: Merle Crowe, Cashier

Re: Treasurer's Receipt #1361 (TCD 208376-- \$100,000.00)
and Gibbons & Reed Co. contract 7670

This contract has been finalized and the deposit in lieu of
retainage is no longer required and it can now be returned
to the Gibbons & Reed Co.

Vernon E. Skoog

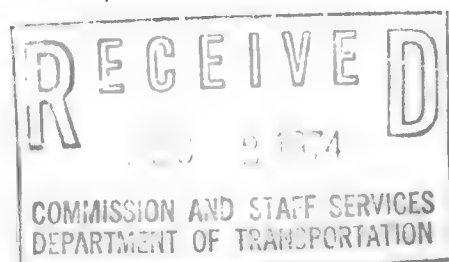
by:

R. J. Hacek
Accounting Systems Off.

cc: Gibbons & Reed Co.

bc C. W. Head
John Bond

V. Gallagher
C. Barrett



CRP:pl

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE ☐ November 8, 1974

TO C. W. Head
 Commission Services

FROM *[Signature]*
 F. B. Klaboe
 Administrator and
 State Highway Engineer

SUBJECT Highway Project Acceptance

Attached is a report on approval of completed contracts
which I accepted under authority delegated to me by the
Transportation Commission.

Att.

cc A. E. Johnson
 H. S. Coulter
 C. T. Keasey
 W. J. Hart
 Vince Gallagher

srb

NOTED
C. W. HEAD

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on November 4, 1974, I accepted the following:

Contract No. 7670, Work Completed May 29, 1974
Project Olds Ferry - N. Fork Jacobsen Gulch
Highway Old Oregon Trail County Malheur
Type of Work Grading, Paving, Structures & Signing
Contractor Gibbons and Reed Company

Joe Klabe
Administrator and
State Highway Engineer

11/12
letter with
for

7670

November 12, 1974

AIR MAIL

The Travelers Indemnity Co.
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

Gentlemen:

Contract No. 7410 awarded to Gibbons and Reed Company for work on the Olds Ferry-North Fork Jacobson Gulch Section of the Old Oregon Trail in Malheur County was completed on May 29, 1974, and accepted by the Administrator and State Highway Engineer on November 4, 1974.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before November 17, 1974.

You have been previously notified of a claim filed against the contract, which has been paid.

Very truly yours,

G. W. Head
COMMISSION SERVICES

RM

cc

Gibbons and Reed Company
P. O. Box 13308
Portland, OR 97213
C. T. Kasey
Walt Hart
V. E. Sheng Attn: Dick Hasek
W. E. Schwartz



OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

November 7, 1974

F. B. KLABOE
Administrator of Highways

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM *for* *June Gallagher*
C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7670, Work Completed May 29, 1974

Project Olds Ferry - N. Fork Jacobsen Gulch

Highway Old Oregon Trail, County Malheur

Type of Work Grading, Paving, Structures & Signing

Contractor Gibbons and Reed Company

Recommended Acceptance Date November 4, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RECEIVED	
STATE HWY ENGR	
NOV 8 1974	
REFER TO	
FOR	
SW	SE
NE	NW
1	2
3	4

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7670

DATE September 26, 1974

TO C. W. Head
John Bond
V. Gallagher
Charles Barrett

FROM R. W. Hacek
Accounting Systems Officer

SUBJECT Gibbons & Reed Co.
Contract 7670

Treasurer's Receipt 1312 (TCD 208309 - \$100,000) has matured and has been returned to Gibbons & Reed Company. Treasurer's Receipt 1361 (TCD 208376 - \$100,000) has been deposited as a replacement.

The deposit and withdrawal were of equal value so no change resulted in the total amount on deposit.

A copy of the letter and Treasurer's Receipt will be filed (in the Contract File) in the Commission Services Office.

CRP:njc

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

No 1361

SAFEKEEPING RECEIPT

Received for
Account of Mihhona and Reed Co.
875 West 9th North P.O. Box 2429
Address Salt Lake City, Utah 84110

Date Sept 18, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit First National Bank, Salem, Oregon 10.50% Dated Sept. 6, 1974 Due Oct. 7, 1974	208376	1	100,000				100,000.00
							100,000.00

Purpose of Deposit In lieu of mortgage on State Highway Contract No. 7670

Authority Ord 279.575

Countersigned by

[Signature]

Deputy
Cashier

[Signature]

State Treasurer

SPECIAL INSTRUCTIONS

September 18, 1974

Salem Branch
First National Bank of Oregon
Post Office Box 2049
Salem, Oregon 97308

Attn: Douglas McGregor, Vice Pres.

Gentlemen:

Reference your letter dated September 16, 1974, please find enclosed T.C.D. number 208309, in the amount of \$100,000.00 which matured on September 6, 1974, for credit of Gibbons and Reed Company. *Treas. Rec. #1312*

We acknowledge receipt of T.C.D. number 208376 in the amount of \$100,000.00 due October 7, 1974, which replaces the maturing T.C.D. *Treas Rec #1361*

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Marle Crowe, Cashier

MC: kf

RECEIVED

SEP 23 1974

Contract Acctg.

7670

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE ☐ August 16, 1974

TO

C. W. Head
John Bond

V. Gallagher
Charles Barrett

FROM

V. E. Skoog, Controller
By: R. J. Hacek, Accounting Systems Off. *RJH*

SUBJECT

Gibbons & Reed Co.
Contract 7670

Treasurer's Receipt #1301 (TCD 208265 - \$100,000.00) has been cancelled and returned to Gibbons & Reed Co.

Treasurer's Receipt #1312 (TCD 208309 - \$100,000.00) has been issued as a replacement and is to be used in lieu of retainage on contract 7670.

The deposit and withdrawal are of equal value so no change resulted in the total amount on deposit.

A copy of letter and Treasurer's Receipt will be filed (in the contract file) in the Commission Services Office.

CRP:p1

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

No 1312

Received for
Account of Gibbons and Reed Company
825 West 9th North P.O. Box 2429
Address Salt Lake City, Utah 84110

Date Aug. 13, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit First National Bank of Oregon, Salem, Oregon 10.00% dated Aug. 7, 1974 Due Sept 6, 1974	208309	1	100,000				100,000.00
							100,000.00

Purpose of Deposit In lieu of retainerage on State Highway Contract No. 7670

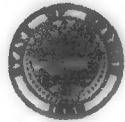
Authority ORS 279.575

Counter signed by

SPECIAL INSTRUCTIONS

Deputy
Cashier

State Treasurer



State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 14, 1974

Salem Branch
First National Bank of Oregon
Post Office Box 2049
Salem, Oregon 97308

Attn: Douglas McGregor, Vice Pres.

Gentlemen:

*Treas Recit
#1301*

Reference your letter dated August 12, 1974, please find enclosed Time Certificate of Deposit number 208265, drawn on your bank in the amount of \$100,000.00 which matured on August 7, 1974, for credit of Gibbons and Reed Company.

We acknowledge receipt of T.C.D. number 208309, due September 6, 1974, which replaces the matured T.C.D.

↑ Treas Rec #1312

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Haeck
cc: Gibbons and Reed Company, P. O. Bx 2429, Salt Lake City, Utah 84116

RECEIVED

AUG 15 1974

Contract Acctg.

COPY

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE ☐ July 29, 1974

TO

/C. W. Head/
John BondV. Gallagher
Charles Barrett

FROM

V. E. Skoog, Controller
By: R. J. Hacek, Accounting Systems Off.

SUBJECT

Gibbons & Reed Co.
Contract 7670

Treasurer's Receipt #1161 has been cancelled and TCD #208003 in the amount of \$100,000.00 has been returned to Gibbons & Reed Co.

Treasurer's Receipt #1301 (TCD 208265) in the amount of \$100,000.00 has been issued as a replacement and is to be used in lieu of retainage on contract 7670.

The deposit and withdrawal are of equal value so no change resulted in the total amount on deposit.

A copy of the Treasurer's Receipt and letter will be filed (in the contract file) in the Commission Services Office.

CRP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT
Salem, Oregon 97310

No 1301

SAFEKEEPING
RECEIPT

Received for
Account of Gibbons and Reed Company Contractors
825 West 9th North P.O. Box 2429
Address Salt Lake City, Utah 84110

Date July 25, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit First National Bank of Oregon, Salem, Oregon 8.625% Dated July 8, 1974 Due Aug 7, 1974	208265	1	100,000				100,000.00
							100,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7670

Authority ORS 279.575

Countersigned by

SPECIAL INSTRUCTIONS

Deputy
Cashier

State Treasurer



State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 26, 1974

First National Bank of Oregon
Post Office Box 2049
Salem, Oregon 97308

Attn: Douglas McGregor, Vice Pres.

Gentlemen:

Reference your letter dated July 19, 1974, please find enclosed
Time Certificate of Deposit, number 208003, dated April 8, 1974,
payable to Gibbons and Reed Company, in the amount of \$100,000.00.

We acknowledge receipt of T.C.D. number 208265, due August 7, 1974,
in the amount of \$100,000.00 which replaces the matured T.C.D.
number 208003.

Kindly acknowledge receipt by signing and returning the duplicate
copy of this letter.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hasek
cc: Gibbons and Reed Company, P.O. Box 2429, Salt Lake City, Utah 84110

RECEIVED

JUL 26 1974

Contract Acctg.

COPY

FORM 5-1 (REV 10-66)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION

Olds Ferry - N. Fk.
Jacobsen Gulch

WEEK ENDING

6-29-74

623-1027

NAME OF JOB

Olds Ferry - N. Fk. Jacobsen Gulch

HIGHWAY

Old Oregon Trail

Malheur

CONTRACTOR

Gibbons & Reed Company

KIND OF WORK

Grading, Paving, Structures & Signing

CONTRACT NUMBER

7670

FEDERAL AID PROJECT NUMBER
1-80N-8(24)354

DATE OF CONTRACT

November 24, 1971

DATE WORK STARTED

December 29, 1971

ESTIMATED COMPLETION DATE
January 1, 1974

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN

0

SUPERVISION

0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 720

WORK DAYS USED

CALENDAR DAYS USED 584
PERCENT OF TIME ELAPSED

81

PROJECT AUTHORIZATION

10,631,267.16

EXCLUSIVE OF ENGINEERING:

ESTIMATED COST OF COMPLETED
PROJECT, EXCLUSIVE OF
ENGINEERING

9,875,265.94

9,275,960

ENGINEERING
AUTHORIZATION

COST THIS WEEK

756,001.22

ENGINEERING
COST TO DATE600
728,128.68PERCENT OF CONTRACT COMPLETED
BASED ON ESTIMATED COST

100

PERCENT OF CONTRACT
COMPLETED BASED ON
TOTAL AUTHORIZATION

94

ESTIMATED PERCENT

UNDER RUN

6 %

PERCENT OF
AUTHORIZATION

96 %

DATE PROJECT WAS COMPLETED:

May 29, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

May 29, 1974

CLEARING	DRAINAGE	GRADING	ESTIMATED PERCENT COMPLETE (ROADWORK)				
100	100	100	BASE 100	OIL AND/OR PAVE 100	MAT'L PROD. 100	P.A.B.B. 100	Class "B" AC 100
MILES IN PROJECT			GRADING 12.48	SURFACING 12.48	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM 12.48	PAVING 12.48
MILES PARTIALLY COMPLETED			12.48	12.48		12.48	12.48
MILES COMPLETED			12.48	12.48		12.48	12.48
TOTAL ESTIMATED QUANTITIES (CONTRACT)			4,690,000cy	147,550 ton	643,705 ton	384,000 ton	139,000 ton
TOTAL QUANTITIES CORRECTED TO DATE			5,463,106cy	150,822 ton	639,670 ton	373,396 ton	140,450 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			5,463,106cy	150,822 ton	639,670 ton	373,396 ton	140,450 ton
AVERAGE DAILY QUANTITIES			0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0	0	0	0	0
NUMBER OF SHIFTS PER DAY			0	0	0	0	0
HOURS PER SHIFT			0	0	0	0	0
EQUIPMENT USED DURING THE WEEK:			0	0	0	0	0
None							

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	8083A	9838	9838A	223+00	388+65	678+00	822+40
PERCENT	100	100	100	100	100	100	100
WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY				
SUNDAY 23	Fair & Hot						
MONDAY 24	Fair & Hot						
TUESDAY 25	Fair & Hot						
WEDNESDAY 26	Fair & Hot						
THURSDAY 27	Fair Hot						
FRIDAY 28	Fair & Hot						
SATURDAY							

Keasey

RECEIVED

Holt

Jacobsen

Hark

John

Walker

JUL 1 1974

CONSTRUCTION

SECTION

BEN ON LINE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 23	No Activity
MONDAY 24	No Activity
TUESDAY 25	No Activity
WEDNESDAY 26	No Activity
THURSDAY 27	No Activity
FRIDAY 28	No Activity
SATURDAY 29	No Activity

REMARKS

Three men working all week on semifinal estimate to compilation.
Estimate was submitted to Regional Office on Friday.

Contractor has ~~XXX~~ yet to remove one reject pile from material source as per agreement with property owner. When this work is accomplished third notification will be submitted.

THIS IS FINAL REPORT FOR THIS PROJECT !

SIGNED Chadwick LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

7670

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE June 25, 1974

TO C. W. Head V. Gallagher
John Bond Charles Barrett

FROM V. E. Skoog, Fiscal Officer, OREDOT
By: R.J. Hacek, Accounting Systems Officer

SUBJECT Gibbons and Reed Co.
Contract 7670

Work on the above contract has reached a stage of completion so that the amount deposited in lieu of retainage can be reduced to \$100,000.00. Accordingly, the State Treasurer has released TCD No. 208143, State Treasurer's Receipt No. 1245 for \$100,000.00 and TCD No. 208145 on Receipt No. 1246, also for \$100,000.00

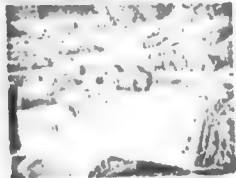
TCD No. 208003, State Treasurer's Receipt No. 1161 in the amount of \$100,000.00 is still deposited with the State Treasurer and will be held until further notice.

JP:pl

NOTED
C. W. HEAD

#7670

SNAKE RIVER



HYDRO POWER

IDAHO POWER COMPANY

Ontario, Oregon

May 30, 1974

Jack M. Cartwright
Utility Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

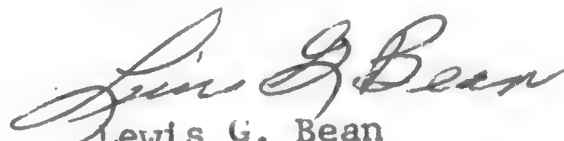
MISC. CONTRACTS AND
AGREEMENTS No. 4975

Dear Mr. Cartwright:

Enclosed are two fully executed copies of the extension agreement for traffic light and sign luminaire at Olds Ferry-N. Rk. Jacobson Gulch.

As per your suggestion the billing will be given to Mr. Hiatt when the work is completed.

Very truly yours,


Lewis G. Bean
District Manager

LGB/var
enc - 2

XC: W.E. Schwartz w/Agree
C. O. Hiatt "
Harlin Gerlach "
Gen Files w/orig. Agree.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE May 28, 1974

TO C. W. Head
John BondV. Gallagher
Charles BarrettFROM V.E. Skoog, Fiscal Officer, OREDOT
By: R. J. Hacek, Accounting Systems Officer *RJH*SUBJECT Gibbons & Reed Co.
Contract 7670

Treasurer's Receipt #1245 (TCD 208143) in the amount of \$100,000.00 and Treasurer's Receipt #1246 (TCD 208145) in the amount of \$100,000.00 have been deposited in lieu of retainage on contract 7670. These deposits are replacements for Treasurer's Receipt #1110 (TCD 176565) in the amount of \$200,000.00 which has been returned to the Gibbons & Reed Co.

The deposits and withdrawal were of equal value so no change resulted in the total amount on deposit.

Copies of the letters and Treasurer's Receipts will be filed (in the contract file) in the Administrative Services Office.

CRP:p1

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT
Salem, Oregon 97310

No 1245

SAFEKEEPING
RECEIPT

Received for Account of Gibbons and Reed Co.

Date May 22, 1974

Address 825 West 9th North
P.O. Box 2429
Salt Lake City Utah 84110

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit First National Bank, Salem, Oregon Dated May 20, Due June 19, 1974 8.00%	208143	1	100,000				100,000.00
							100,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7670

Authority ORS 279.575

Countersigned by

SPECIAL INSTRUCTIONS

Deputy
Cashier

State Treasurer

OREGON STATE TREASURY DEPARTMENT
Salem, Oregon 97310

No 1246

SAFEKEEPING
RECEIPT

Date May 22, 1974

Received for
Account of Gibbons and Reed Co.
825 West 9th North
Address P.O. Box 2429
Salt Lake City, Utah 84110

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit First National Bank, Salem, Oregon 8.00% Dated May 20, 1974 Due June 19, 1974	208145	1	100,000				100,000.00
							100,000.00

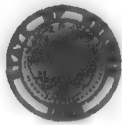
Purpose of Deposit In lieu of retainage on State Highway Contract No. 7670
ORS 279.575

Authority
Countersigned by

SPECIAL INSTRUCTIONS

Deputy
Cashier

State Treasurer



State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

May 23, 1974

Gibbons and Reed Company
Post Office Box 2429
Salt Lake City, Utah 84110

Gentlemen:

As indicated by the enclosed copy of a letter to the First National Bank of Oregon, Salem Branch, Salem, Oregon, we have released and mailed to them your T.C.D. number 176565, in the amount of \$200,000.00 which matured on May 20, 1974. *Treas Rec #1110*

This T.C.D. has been replaced with T.C.D. number 208145 and T.C.D. No. 208143 in the amount of \$100,000.00 each. *Treas Rec #1246*

Treas Rec #1245

Our safekeeping receipts for the same are enclosed, this deposit is in lieu of retainage on State Highway Contract number 7670.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

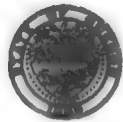
cc: First National Bank of Oregon, Salem Branch, Salem, Oregon.
cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED

MAY 24 1974

Contract Acctg.

COPY



State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

May 23, 1974

Salem Branch
First National Bank of Oregon
Post Office Box 2049
Salem, Oregon 97308

Attn: Douglas Mc Gregor, Vice Pres.

Gentlemen:

Treas Rec# 1110 Reference your letter dated May 20, 1974, please find enclosed T.C.D. number 176565, due May 20, 1974, in the amount of \$200,000.00 for credit of Gibbons and Reed Company.

Treas Rec# 1246 We acknowledge receipt of *Treas Rec# 1245* T.C.D. number 208143 and T.C.D. No. 208145 in the amount of \$100,000.00 each which replaces the matured T.C.D. number 176565.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Marle Crowe, Cashier

MC: kf
Encl.

cc: Gibbons and Reed
cc: Oregon State Highway Division, attn: Dick Haack

RECEIVED

MAY 24 1974

Contract Acctg.

COPY

7670

yellow 8



OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 28, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM

C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-80N-8(24)354

SUBJECT Request Change Order Approval

Contract 7670, State Force Order No. 8

Project Olds Ferry-N. Fk. Jacobsen Gulch

Highway Old Oregon Trail

County Malheur

The Order covers reimbursing Idaho Power Co. for construction cost of the electric service installation and for a flashing traffic light and sign luminaire.

The estimated total cost for the work to be done under this order is \$391.00 with Federal participation of \$351.90. Reimbursement on an actual cost basis is requested.

Attached are copies of letters from the Regional Engineer, the Resident Engineer and the Utility Office Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 6, 1974.

Your approval as of May 6, 1974 is requested.

Attach.

JK:lk

7670

STATE COPY

cc: OSHD (H S Coulter) ✓ 5-24-74
INTERMEDIATE AND FINAL INSPECTION REPORTU.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

(Check appropriate box)

☐ INTERMEDIATE INSPECTION☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 20	COUNTY Malheur	DIVISION Oregon
IN COMPANY WITH E. J. Valach, District Engineer, FHWA; C. D. Hiatt, Resident Engineer, OSHD.			
DATE OF INSPECTION 5-24-74	INSPECTION MADE BY R. A. Nichols, Area Engineer		PROJECT NO. I-80N-8(24)354
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 80 %	WORK COMPLETED 99 %

OLDS FERRY-N. JACOBSEN GULCH SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures & Signing

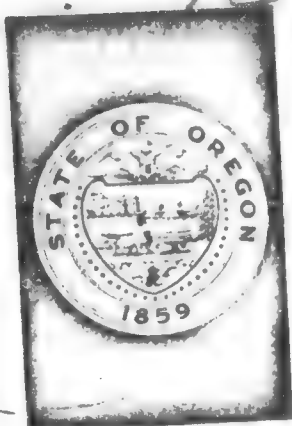
Work on this project has been completed in conformance with the plans and specifications.

Acceptance is recommended.

RECEIVED

JUN 5 1974

Office of
Assistant State Highway EngineerNOTED
H.S. COULTER6-5-74
at



**OREGON STATE
HIGHWAY DIVISION**

May 7, 1974

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

State Treasury Department
103 State Capitol Building
Salem, OR 97310

Re: Treasurer's Receipt #1093 (TCD
176526) in the amount of \$100,000.00
Contract 7670, Gibbons & Reed Co.

Attention: Merle Crowe, Cashier

Work on contract 7670 has progressed to a stage of completion that will allow a reduction in the amount required to be on deposit in lieu of contract retainage. Treasurer's Receipt #1093 (TCD 176526) in the amount of \$100,000.00 is no longer required and can now be returned to Gibbons & Reed Co., per their letter of April 23, 1974.

Very truly yours,

Vernon E. Skoog
Fiscal Officer, OREDOT

By

R. J. Hacek
Accounting Systems Officer

CRP:p1
Enclosure

cc: Gibbons & Reed Co.

bc: C. W. Head
Vince Gallagher
John Bond
Charles Barrett

NOTED
C. W. HEAD



GIBBONS & REED COMPANY

General Office — Salt Lake City, Utah

REPLY TO:

825 WEST 10TH NORTH
POST OFFICE BOX 2429
SALT LAKE CITY, UTAH 84110
TELEPHONE 359-8641

CONTRACTORS



April 23, 1974

State of Oregon
State Treasurer's Office
State Treasury Department
Salem, Oregon 97310

Attention: Merle Crowe, Cashier

Gentlemen:

At the present time you are holding \$400,000 of time certificates of deposit as retention on Oregon State Highway Contract No. 7670.

As of April 11, 1974, estimate #28, the amount of retention required on this contract has been reduced to \$270,000. Therefore, as CD #176526 is maturing on May 8, 1974, would you release this CD to the First National Bank of Oregon so that they may transmit these funds to us.

We would appreciate your assistance in this matter. If we can be of any help please let us know.

Sincerely,

GIBBONS & REED COMPANY

Jerry L. Palmer
Jerry L. Palmer
Cost Coordinator

JLP:br

RECEIVED
MAY 6 1974
FISCAL OFFICER
DOT

Treas Rec
#1093
\$100,000.—

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE April 15, 1974

TO C. W. Head V. Gallagher
John Bond John HerrFROM V.E. Skoog, Fiscal Officer, OREDOT
By: R. J. Hacek, Accounting Systems OfficerSUBJECT Gibbons & Reed Co.
Contract 7670

Treasurer's Receipt #1161 (TCD 208003) in the amount of \$100,000.-
is a replacement for Treasurer's Receipt #1006 (TCD 176442) in
the amount of \$100,000.- which has been returned to Gibbons &
Reed Co.

Copies of the letters and Treasurer's Receipt will be filed
(in the contract file) in the Administrative Services Office.

CRP:p1

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT
Salem, Oregon 97310

No 1161

SAFEKEEPING
RECEIPT

Date April 10, 1974

Received for
Account of Gibbons and Reed Company Contractors
825 West 9th North P.O. Box 2429

Address Salt Lake City, Utah 84110

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit First National Bank, Salem, Ore. 9.00% Dated 4-8-74 Due July 8, 1974	208003	1	100,000				100,000.00
							100,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7670

Authority ORS 279.575

Countersigned by

SPECIAL INSTRUCTIONS

Deputy
Cashier

State Treasurer



State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 10, 1974

Gibbons and Reed Company Contractors
Post Office Box 2429
Salt Lake City, Utah 84110

Gentlemen:

As evidenced by the enclosed copy of a letter to the First National Bank of Oregon, Salem Branch, Salem, Oregon, we have released and mailed to them your T.C.D. number 176442, in the amount of \$100,000.00 which matured on April 8, 1974.

Enclosed please find our safekeeping receipt number 1161 in the amount of \$100,000.00 which covers T.C.D. number 30663 replacing the matured T.C.D. number 176442.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Reed.
cc: Salem Branch, First National Bank of Oregon,
attn: Douglas McGregor, Vice Pres.

Jan 11, 1974

Treas Rec # 1006



4114

RECEIVED

APR 12 1974

Contract Acctg.

COPY

April 10, 1974

First National Bank of Oregon
Salem Branch
P. O. Box 2049
Salem, Oregon 97308

Attn: Douglas McGregor, Vice Pres.

Gentlemen:

Reference your letter dated April 8, 1974, please find enclosed
Time Certificate of Deposit, number 176442 in the amount of
\$100,000.00 for credit of Gibbons and Reed Company.

We acknowledge receipt of T.C.D. number 208003, in the amount
of \$100,000.00 due July 8, 1974, which replaces T.D.C. number
176442 which matures on April 8, 1974.

Treas Rec # 1006
↑

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED

APR 12 1974

Contract Acctg.

7670
FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem

DATE March 3, 1974

TO C. W. Head V. Gallagher
John Bond John Herr

FROM V. E. Skoog, Fiscal Officer, OREDOT
By: R. J. Hacek, Accounting Systems Officer

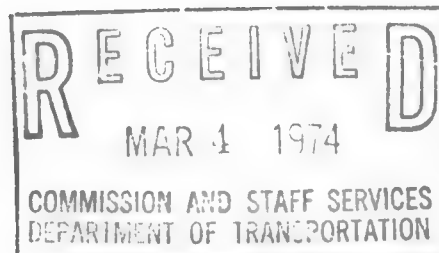
SUBJECT Contract 7670
Gibbons & Reed Co.

Treasurer's Receipt #1110 (TCD 176565) in the amount of \$200,000.00 is a replacement for Treasurer's Receipt #969 (TCD 156324) in the amount of \$200,000.00 which has been returned to Gibbons & Reed Co.

The deposit and withdrawal are of equal value so no change resulted in the total on deposit.

Copies of the Treasurer's Receipt and letters will be filed (in the contract file) in the Administrative Services Office.

CRP:pl



NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

No 1110

Received for
Account of

Gibbons and Reed Company

Date Feb. 27, 1974

825 West 9th North

Address

P.O. Box 2429

Salt Lake City, Utah 84110

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit First National Bank, Salem, Oregon Dated Feb. 18, 1974 Due May 20, 1974 7.25%	176565	1	200,000				200,000.00
							200,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7670

ORS 279.575

Authority

Countersigned by

[Signature]

Deputy
Cashier

SPECIAL INSTRUCTIONS

State Treasurer

IVED

1974

Acctg.



State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 27, 1974

Salem Branch
First National Bank of Oregon
Post Office Box 2049
Salem, Oregon 97308

Attn: Douglas Mc Gregor, Vice Pres.

Gentlemen:

Reference your letter dated February 26, 1974, please find enclosed Time Certificate of Deposit number 156324, in the amount of \$200,000.00 for credit of Gibbons and Reed Company which matured on February 18, 1974.

We acknowledge receipt of T.C.D. number 176565 in the amount of \$200,000.00 which replaces the maturing T.C.D.

Kindly acknowledge receipt of T.C.D. number 156324 by signing and returning the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Marle Crowe, Cashier

MC: kf
Encl.

cc: Gibbons and Reed Company
cc: Oregon State Highway Department, attn: Dick Haeck

COPY

Treas Receipt #969

Treas Rec #1110



State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 27, 1974

Gibbons and Reed Company
Post Office Box 2429
Salt Lake City, Utah 84110

Gentlemen:

As evidenced by the enclosed copy of a letter to the First National Bank of Oregon, Salem, Oregon, we have released and mailed to them your matured Time Certificate of Deposit, number 156324, in the amount of \$200,000.00.

↑ Treas Rec # 969 (Due 2/15/74 JV 90532)
Enclosed please find safekeeping receipt number 1110 dated February 27, 1974, which covers T.C.D. number 176565, in the amount of \$200,000.00 due May 20, 1974, which replaces the matured T.C.D.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Department, attn: Dick Haeck

91532

COPY

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 13, 1974

TO C.W. Head V. Gallagher
John Bond John HerrFROM V.E. Skoog, Fiscal Officer, OREDOT
By: R.J. Hacek, Accounting Systems Officer *RJH*SUBJECT Contract 7670
Gibbons & Reed Co.

Treasurer's Receipt #1093(TCD 176526) in the amount of \$100,000 - is a replacement for Treasurer's Receipt #946(TCD 156267) in the amount of \$100,000 - which has been returned to Gibbons & Reed Co.

The deposit and withdrawal are of equal value so no change resulted in the total amount on deposit.

A copy of the Treasurer's Receipt and letter will be filed (in the contract file) in the Administrative Services Office.

CRP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

No 1093

SAFEKEEPING RECEIPT

Received for
Account of Gibbons and Reed Company

Date Feb. 11, 1974

Address 825 West 9th North
P.O. Box 2429
Salt Lake City, Utah 84110

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit 7.25% Dated Feb. 8, 1974 Due May 8, 1974 First National Bank of Oregon, Salem, Oregon	176526	1	100,000				100,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7670

Authority ORS 279.575

Countersigned by

[Signature]

Deputy
Cashier

State Treasurer

SPECIAL INSTRUCTIONS



State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 12, 1974

RECEIVED
FEB 13 1974
TREASURY

Gibbons and Reed Company
825 West 9th North
P. O. Box 2429
Salt Lake City, Utah 84110

Gentlemen:

Please find enclosed Oregon State Treasury safekeeping receipt number 1093, dated February 11, 1974, covering \$100,000.00 Time Certificate of Deposit number 176526 in the amount of \$100,000.00 drawn on the First National Bank of Oregon, Salem Branch, Salem, Oregon.

✓ Treas Rec # 946
This T.C.D. replaces T.C.D. number 156267 in the amount of \$100,000.00 which matured on February 8, 1974.

We have released same, and have returned it to the First National Bank of Oregon, Salem, Oregon.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Marle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Haeck
cc: First National Bank of Oregon, Salem Branch, Attn: Douglas Mac Gregor, Mgr.

COPY

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 15, 1974

TO C. W. Head Vince Gallagher
John Bond John Herr

FROM

V. E. Skoog, Fiscal Officer OREDOT
By: R. J. Hacek, Accounting Systems Officer *RJH*SUBJECT Contract 7670
Gibbons & Reed Co.

Treasurer's Receipt 1006 (TCD 176442) in the amount of \$100,000 has been deposited in lieu of retainage on Contract 7670.

Treasurer's Receipt 919 (TCD 156227) in the amount of \$100,000, which was replaced by Treasurer's Receipt 1006, has been released and returned to the Gibbons & Reed Company.

The deposit and withdrawal are of equal value; therefore, no change resulted in the total on deposit in lieu of contract retainage.

A copy of the original Treasurer's Receipt and letters will be filed (in the contract file) in the Administrative Services Office.

CRP:njc

NOTED
C. W. HEAD

Salem, Oregon 97310

SAFEKEEPING RECEIPT

Date Jan. 11, 1974

Received for
Account of Gibbons and Reed Company Contractors
825 West 9th North P.O. Box 2429
Address Salt Lake City, Utah 84110

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7670

Authority

Countersigned by

**Deputy
Cashier**

State Treasurer

SPECIAL INSTRUCTIONS



State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 11, 1974

Salem Branch
First National Bank of Oregon
P. O. Box 2049
Salem, Oregon 97308

919 TCD 156227 100,000⁰⁰

Attn: Douglas McGregor, Vice Pres.

Gentlemen:

Reference your letter dated January 8, 1974, we are enclosing Time Certificate of Deposit number 156227, due January 7, 1974, payable to Gibbons and Reed Company, or the Treasurer State of Oregon in the amount of \$100,000.00.

We acknowledge receipt of Time Certificate of Deposit number 176442 due April 8, 1974, in the amount of \$100,000.00 which replaces the above mentioned T.C.D.

TCD 100,000
176442 *1000

Kindly acknowledge receipt of T.C.D. number 156227 by signing and returning the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Marle Crouse, Cashier

MC: kf
Encl.

cc: Gibbons and Reed Company
cc: Oregon State Highway Division, attn: Dick Haack

COPY



State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 11, 1974

Gibbons and Reed Company
825 West 9th North
P. O. Box 2429
Salt Lake City, Utah 84110

Attn: Mr. William A. Wells, Controller

Gentlemen:

As evidenced by the enclosed copy of a letter to the First National Bank, Salem Branch, Salem, Oregon, we have released, and mailed to them your Time Certificate number 156227 in the amount of \$100,000.00 which matured on January 7, 1974. *Treas. Receipt # 919*

Treas. Receipt # 1006 This T.C.D. has been replaced with number 176442, in the amount of \$100,000.00 which matures on April 8, 1974.

Our receipt for the same is enclosed.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Grove, Cashier

MC: kf
Encl.

cc: Salem Branch, First National Bank of Oregon, attn: Douglas McGregor
cc: Oregon State Highway Division, attn: Dick Haack

COPY

7670
FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 7, 1973
TO C. W. Head / Vince Gallagher
John Bond John Herr
FROM Vernon E. Skoog, Fiscal Officer-OREDOT
By: R. J. Hacek, Accounting Systems Officer
SUBJECT Contract 7670
Gibbons & Reed Company

Treasurer's Receipt No. 969 (Time Certificate of Deposit 156324) in the amount of \$200,000 has been deposited in lieu of retainage on the above contract.

This deposit is a replacement for Treasurer's Receipt No. 867 (Time Certificate of Deposit 156125) in the amount of \$200,000, which has been returned to Gibbons & Reed Co.

The deposit and withdrawal are of equal value; therefore, no change resulted in the total deposited.

A copy of letters and original Treasurer's Receipt will be filed (in the contract file) in the Administrative Services office.

CRP:kmb

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

No 969

SAFEKEEPING RECEIPT

Received for
Account of Gibbons and Reed Company
825 West 9th North
Address P.O. Box 2429
Salt Lake City, Utah 84110

Date December 6, 1973

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit First National Bank, Salem, Oregon Dated Nov. 19, 1973 Due 2-18-74 8.375%	156324	1	200,000				200,000.00
							200,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7670

Authority ORS 279.573

Countersigned by



Cashier

State Treasurer

SPECIAL INSTRUCTIONS



State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

December 6, 1973

Salem Branch
First National Bank of Oregon
P. O. Box 2049
Salem, Oregon 97308

Attn: Douglas McGregor, Vice Pres.

Gentlemen:

Reference your letter dated December 3, 1973, please find enclosed Time Certificate of Deposit, number 156125 in the amount of \$200,000.00, in the name of Gibbons and Reed Company.

We acknowledge receipt of T.C.D. number 156324 dated November 19, 1973, in the amount of \$200,000.00 which replaces the above mentioned certificate.

Kindly acknowledge receipt of the above described Certificate by signing and returning the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Grows, Cashier

MC: kf
Encl.

cc: Gibbons and Reed Company
cc: Oregon Highway Commissioner, attn: Dick Haack

RECEIVED

DEC 7 1973

Contract Acctg.

RECEIVED

DEC 7 1973

FISCAL OFFICER
DOT

COPY

*Treas. Receipt # 867
(JV88913)*

Treas. Receipt # 969



State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

December 6, 1973

Gibbons and Reed Company
P. O. Box 2429
Salt Lake City, Utah 84110

Attn: William Wells, Controller

Gentlemen:

As evidenced by the copy of a letter to the First National Bank, Salem Branch, Salem, Oregon, we have released and mailed to them your Time Certificate of Deposit, number 156125, in the amount of \$200,000.00 which matured on November 19, 1973. #867

This T.C.D. has been replaced with Time Certificate of Deposit number 156324, in the amount of \$200,000.00 which matures on February 18, 1974.

969

We have credited your State Highway Contract number 7670.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: First National Bank of Salem, attn: Douglas McGregor, Vice Pres.
cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED

DEC 7 1973

Contract Acctg.

COPY

7670

FORM 2-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 20, 1973

TO C. W. Head Vince Gallagher
John Bond John Herr

FROM V. E. Skoog, Fiscal Officer OREDOT
By: R. J. Hacek, Acctg. Systems Officer

SUBJECT Contract 7670
Gibbons & Reed Co.

Attached is a letter and Treasurer's Receipt #946 (Time Certificate of Deposit - Bond #156267) in the amount of \$100,000, which will be used in lieu of retainage on Contract 7670.

A carbon copy of the original Treasurer's Receipt and letter will be filed (in the Contract File) in the Administrative Services Office.

CRP:njc
Attachment

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

No 946

SAFEKEEPING RECEIPT

Received for
Account of Gibbons and Reed Company
825 West 9th North
Address P.O. Box 2429
Salt Lake City, Utah 84110

Date November 15, 1973

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit	156267	1	100,000				100,000.00
First National Bank of Oregon Salem, Oregon							
Dated Nov. 9, 1973 8.375%							
Due Feb. 8, 1974							
							100,000.00

Purpose of Deposit In Lieu of retsainage on State Highway Contract No. 7670

Authority ORS 279.573

Countersigned by

SPECIAL INSTRUCTIONS

Cashier

State Treasurer

ED

973

ctg.



State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

November 16, 1973

Hibbons and Reed Company
825 West 9th North
Post Office Box 2429
Salt Lake City, Utah

Attn: William Wells, Controller

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt number 946, dated November 15, 1973, covering \$100,000.00 First National Certificate of Deposit number 156267, drawn on the First National Bank of Oregon, Salem, Oregon, due February 8, 1974.

We have credited your State Highway Contract number 7670.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Charles Crowe, Cashier

ME: kf
encl.

cc: Oregon State Highway Department, attn: Dick Isaac
cc: First National Bank of Oregon, Salem Branch, Salem, Oregon
attn: Douglas Mc Gregor, Pres & Mgr.

RECEIVED

NOV 19 1973

Contract Accts.

COPY

7670

5

October 22, 1973

Ferguson & Burdell
929 Logan Building
Seattle, Washington 98101

Gentlemen:

This is to acknowledge your letter of October 19
notifying us that your client's claim against Gibbons and
Reed Company has been satisfied.

The claim against Contract No. 7670 was in the
amount of \$7,061.29.

We have noted our files accordingly and will
inform all interested parties.

Very truly yours,

G. W. Reed, Manager
ADMINISTRATIVE SERVICES

cc

Gibbons and Reed Company
P. O. Box 13388
Portland, Oregon 97213

The Travelers Indemnity Co.
Fidelity and Surety Department
700 Main Street
Hartford, Connecticut 06103

NOTED ON CARD

10-22-73 J.D.

WM. H. FERGUSON
CHARLES S. BURDELL (1973)
WM. WESSELHOEFT
DONALD MCL. DAVIDSON
EDWARD HILPERT, JR.
THOMAS J. GREENAN
HENRY W. DEAN, JR.
WILLIAM B. MOORE
C. DAVID SHEPPARD

LAW OFFICES OF
Ferguson & Burdell
929 LOGAN BUILDING
Seattle, Washington 98101
(206) 622-1711

W. J. THOMAS FERGUSON
JAMES E. HURT
GUST S. DOCES
WILLIAM D. STITES
BRUCE P. BABBITT
JAMES P. MCGOWAN
JOHN M. WOODLEY
CHRISTOPHER KANE

October 19, 1973

Department of Highways
State Highway Building
Salem, Oregon 97310

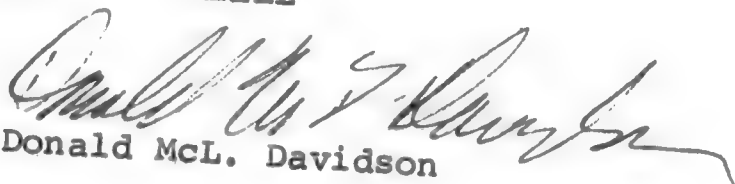
Re: Tri-M Erectors, Inc. - Claims of Lien

Gentlemen:

Enclosed herewith please find a duly executed
Notice of Release of Claims of Lien of the seven (7) Claims
of Lien therein described.

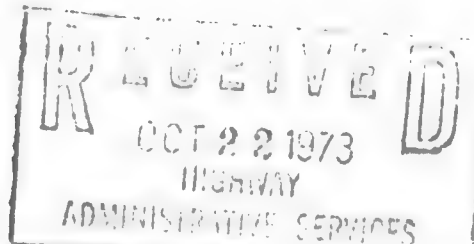
Very truly yours,

FERGUSON & BURDELL


By: Donald McL. Davidson

DMD:bm

cc: Secretary of State
Tom Ferguson (Mercer Steel Company)



NOTICE OF RELEASE OF CLAIMS OF LIEN

TO: Secretary of State
State of Oregon
Salem, Oregon

AND TO: Department of Highways
State Highway Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, TRI-M
ERECTORS, Inc., does hereby release and discharge the notices of
claim of lien dated September 7, 1973, and described as follows:

✓ 1. Against HUGHES AND LADD and HUGHES AND LADD, INC.
and the THE TRAVELERS INDEMNIFY COMPANY, under State Highway
Contract No. 7566, in the amount of Nineteen Thousand, Nine
Hundred Twenty-Two Dollars and Thirty-One Cents (\$19,922.31);

✓ 2. Against J. C. COMPTON CO. and ROSS BROS.
CONSTRUCTION, INC. and THE TRAVELERS INDEMNITY COMPANY and
GENERAL INSURANCE COMPANY OF AMERICA, on State Highway Contract

NOTICE OF RELEASE OF CLAIMS OF LIEN

TO: Secretary of State
State of Oregon
Salem, Oregon

AND TO: Department of Highways
State Highway Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, TRI-M
ERECTORS, Inc., does hereby release and discharge the notices of
claim of lien dated September 7, 1973, and described as follows:

- ✓ 1. Against HUGHES AND LADD and HUGHES AND LADD, INC.
and the THE TRAVELERS INDEMNIFY COMPANY, under State Highway
Contract No. 7566, in the amount of Nineteen Thousand, Nine
Hundred Twenty-Two Dollars and Thirty-One Cents (\$19,922.31);
- ✓ 2. Against J. C. COMPTON CO. and ROSS BROS.
CONSTRUCTION, INC. and THE TRAVELERS INDEMNITY COMPANY and
GENERAL INSURANCE COMPANY OF AMERICA, on State Highway Contract
No. 7605, in the amount of Eleven Thousand, Three Hundred Ninety-
Five Dollars and Seventy-Five Cents (\$11,395.75);
- ✓ 3. Against HUGHES AND LADD and HUGHES AND LADD, INC.,
and THE TRAVELERS INDEMNITY COMPANY, on State Highway Contract No.
7563, in the amount of Four Thousand, Nine Hundred Thirteen Dollars
and Eighty-Five Cents (\$4,913.85);
- ✓ 4. Against GIBBONS AND REED COMPANY and THE TRAVELERS
INDEMNITY COMPANY, on State Highway Contract No. 7670, in the amount
of Seven Thousand, Eighty-One Dollars and Twenty-Nine Cents (\$7,081.29);
5. Against WILLAMETTE WESTERN CORPORATION and GENERAL
INSURANCE COMPANY OF AMERICA, on State Highway Contract No. 7760,
in the amount of Three Thousand, Six Hundred Four Dollars and Eleven

Cents (\$3,604.11).

6. Against RAY KIZER, RAY KIZER CONSTRUCTION COMPANY, THE TRAVELERS INDEMNITY COMPANY and GREAT AMERICAN INSURANCE COMPANY, on State Highway Contract No. 7539, in the amount of Seventeen Thousand, Four Hundred Thirteen Dollars and Seventy-Eight Cents (\$17,413.78);

7. Against SCHRADER CONSTRUCTION COMPANY, INC., and RELIANCE INSURANCE COMPANY, on State Highway Contract No. 7681, in the amount of One Thousand, Eight Hundred Fourteen Dollars and Twenty-Three Cents (\$1,814.23).

DATED October 18, 1973.

TRI-M ERECTORS, INC.,

By: *B. P. Babbitt*

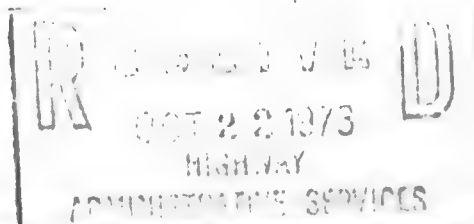
Bruce P. Babbitt
Attorney and Agent

Agent's Address:

FERGUSON & BURDELL
929 Logan Building
Seattle, Washington 98101

Claimant's Address:

TRI-M ERECTORS, INC.
22650 85th Place South
Kent, Washington



OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 22, 1973

TO C. W. Head Vince Gallagher
John Bond John Herr

FROM R. J. Hacek
Accounting Systems Officer *RJH*

SUBJECT Contract 7670, Gibbons & Reed Co.

Treasurer's Receipt #919 in the amount of \$100,000 indicates that T.C.D. #156227 has been deposited, replacing Treasurer's Receipt #816 (T.C.D. 156068) in the amount of \$100,000. Deposited and returned T.C.D.'s are equal; therefore no change will result in the total deposits in lieu of retainage.

A carbon of the original Treasurer's Receipt will be filed (in Contract File) in the Administrative Services office.

RJH:kmb

Attachments

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

No 919

SAFEKEEPING RECEIPT

Received for
Account of Gibbons and Reed Company Contractors

Date Oct. 16, 1973

Address 825 West 9th North P.O. Box 2429
Salt Lake City, Utah 84110

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit	156227	1	100,000				100,000.00
First National Bank, Salem, Oregon							
7.75% Dated Oct. 9, 1973							
Due Jan. 7, 1974							
							100,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7670

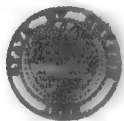
Authority ORS 279.575

Countersigned by

[Signature] Deputy
Cashier

[Signature]
State Treasurer

SPECIAL INSTRUCTIONS



State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

October 16, 1973

Gibbons and Reed Company Contractors
Post Office Box 2429
Salt Lake City, Utah 84110

Attn: William A. Wells, Controller

Gentlemen:

As evidenced by the enclosed copy of a letter to the First National Bank of Oregon, Salem Branch, we have released and shipped to them your Time Certificate of Deposit number 156068 in the amount of \$100,000.00, which matured on October 9, 1973.

This T.C.D. has been replaced with number 156227, due January 7, 1974, in the amount of \$100,000.00, drawn on the First Nat'l Bank, Salem, Oregon.

Our receipt for the same is enclosed.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division attn: Dick Haeck

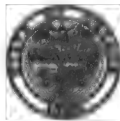
cc: First National Bank of Oregon, Salem Branch Attn: Douglas McGregor

RECEIVED

OCT 17 1973

Contract Accts.

COPY



State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

October 16, 1973

Salem Branch, First National Bank of Oregon
Post Office Box 2049
Salem, Oregon 97308

Attn: Douglas Matregan, Vice Pres.

Gentlemen:

As requested in your letter of October 11, 1973, we are returning to you Time Certificate of Deposit, number 156068, due October 9, 1973, in the name of Gibbons and Reed Company, or Treasurer State of Oregon.

This T.C.D. has been replaced with number 156227, due January 7, 1974, in the amount of \$100,000.00.

Kindly acknowledge receipt of the returned T.C.D. by signing and returning the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Department, attn: Dick Haack

cc: Gibben and Reed Company Contractors

RECEIVED

OCT 17 1973

Contract Acctg.

COPY

7676



THE TRAVELERS

Surety Department
Roger I. Fleiss, Associate Manager
(415) 983-6206

September 24, 1973

Ferguson & Burdell
Law Office
929 Logan Building
Seattle, Washington 98101

Attention: Bruce P. Babbitt

RE: Tri-M Erectors, Inc. ... Claim of Lien
Principal: Gibbons & Reed Company
Obligee: Oregon State Highway Commission
Bond No.: 1604204
Description: Contract #7670

Gentlemen:

We acknowledge, without prejudice to any and all rights and defenses under our bond, receipt of your letter dated September 10, 1973 to the Oregon State Highway Division.

We will discuss this matter with our Principal and you may expect to hear from them or us in the near future. If you have not been contacted within a reasonable period of time, please do not hesitate to advise.

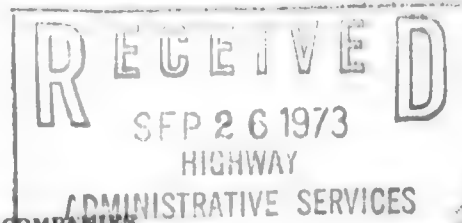
Very truly yours,

Roger I. Fleiss, Associate Manager
Surety Division

ck

cc: Mr. John Lamberson @ Corroon & Black-Miller & Ames
P. O. Box 3995, San Francisco, CA 94119

Oregon State Highway Division, Highway Building, Salem, OR 97310
✓ Attention: C. W. Head, Manager, Admin. Services



NOTED
SEP 26 1973

7670

NOTED ON CARD

9-21-73

BO

September 21, 1973

Gibbons and Reed Company
P.O. Box 13388
Portland, Oregon 97213

Attention: R. E. Westermann
Vice President

Gentlemen:

Thank you for your letter of September 18, 1973,
concerning Tri-M Erectors, Inc., claim on Contract No.
7670 for work on the Olds Ferry-North Fork Jacobsen
Gulch Section in Malheur County.

This information is being noted in our records.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

CWH:ke



CONTRACTORS



GIBBONS & REED COMPANY

General Office — Salt Lake City, Utah

REPLY TO:

6405 N. E. GLISAN
POST OFFICE BOX 13388
PORTLAND, OREGON 97213
TELEPHONE (503) 234-9681

September 18, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. C. W. Head, Manager
Administrative Services

Gentlemen:

Reference your letter of September 13, 1973, Contract 7670, Olds Ferry-North Fork
Jacobsen Gulch Section, Malheur County.

Our subcontract on this project for furnishing and installing reinforcing steel is with
Mercer Industries, Inc. of Portland, Oregon. Mercer Industries, Inc. has sub-sublet
the placing of the reinforcing steel to Tri-M Erectors, Inc. of Kent, Washington.
Since this alleged claim is a matter between Mercer Industries and Tri-M Erectors, the
matter is being transmitted to Mercer Industries for handling.

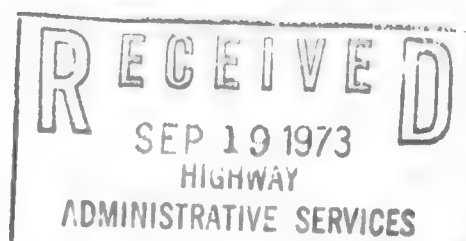
We trust you will review the above and release our Company of any or all claims arising
out of this matter.

Very truly yours,

GIBBONS AND REED COMPANY

R. E. Westermann
Vice President

cc: Mercer Industries, Inc.
Attn: Mr. C. W. Wright, Vice President
Travelers Indemnity Company
Attn: Mr. Dale Gill
Ferguson & Burdell
Robert Adler
Emery Carter
Tri-M Erectors, Inc.



NOTED
C. W. HEAD



FILED
SEP 14 1973
CLAY MYERS
OREGON STATE
HIGHWAY DIVISION

RECEIVED

SEP 14 8 18 AM '73

CLAY MYERS
SECRETARY OF STATE

September 13, 1973

Ferguson & Burdell
929 Logan Building
Seattle, Washington 98101

NOTED ON CARD
9-18-73 kco

Gentlemen:

This is to acknowledge receipt of your letter of September 10, 1973, informing us that your client, Tri-M Erectors, Inc., has a claim in the amount of \$7,081.29 against Gibbons and Reed Company for the placing of reinforcing steel.

From the description given in your letter, this appears to be in reference to the Gibbons and Reed Company Contract No. 7670 for work on the Olds Ferry-North Fork Jacobsen Gulch Section of the Old Oregon Trail in Malheur County.

The Travelers Indemnity Company furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Manager
ADMINISTRATIVE SERVICES

cc Gibbons and Reed Company
The Travelers Indemnity Company

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
SEP 17 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

WM. H. FERGUSON
CHARLES S. BURDELL (1973)
WM. WESSELHOEFT
DONALD MEL. DAVIDSON
EDWARD HILPERT, JR.
THOMAS J. GREENAN
HENRY W. DEAN, JR.
WILLIAM B. MOORE
C. DAVID SHEPPARD

LAW OFFICES OF
Ferguson & Burdell
929 LOGAN BUILDING
Seattle, Washington 98101
(206) 622-1711

W. J. THOMAS FERGUSON
JAMES E. HURT
GUST S. DOCES
WILLIAM D. STITES
BRUCE P. BABBITT
JAMES P. MCGOWAN
JOHN M. WOODLEY
CHRISTOPHER KANE

September 10, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Tri-M Erectors, Inc. Claims of Lien

Gentlemen:

Enclosed please find five (5) notices of claims of
lien of Tri-M Erectors, Inc. for placing of re-enforcing steel
on State Highway Contracts Nos. 7566, 7605, 7563, 7670 and
7760.

I would appreciate it if you would send me acknow-
ledgement of the receipt of the enclosed claims.

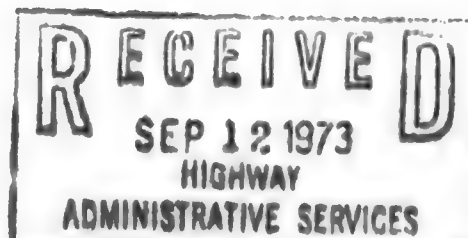
Yours very truly,

FERGUSON & BURDELL


By: Bruce P. Babbitt

BPB/lc

Enclosures



NOTICE OF CLAIM OF LIEN

TO: Secretary of State
State of Oregon
Salem, Oregon

AND TO: Department of Highways
State Highway Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, TRI-M ERECTORS, INC., has a claim for the placing of reinforcing steel placed by it in the sum of Seven Thousand, Eighty-One Dollars and Twenty-Nine Cents (\$7,081.29) against the bond taken from GIBBONS AND REED COMPANY, a Utah corporation, as principal, and THE TRAVELERS INDEMNITY COMPANY, a Connecticut corporation, as surety, for the work of grading, paving, structures and signing on the Olds Ferry-North Fork Jacobsen Gulch section of the Old Oregon Trail in Malheur County, Oregon, being State Highway Contract No. 7670.

DATED September 7th, 1973.

TRI-ERECTORS, INC.

By: B. P. Babbitt

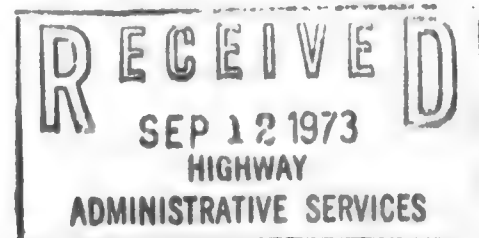
Bruce P. Babbitt,
Attorney and Agent

Agent's Address:

FERGUSON & BURDELL
929 Logan Building
Seattle, Washington 98101

Claimant's Address:

TRI-M ERECTORS, INC.
22650 85th Place South
Kent, Washington



7670

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

U. S. COUNTER

September 13, 1973

RECEIVED

SEP 14 1973

Office of
Assistant State Highway Engineer

W. E. Schwartz
Regional Engineer
Highway Division
P. O. Box 850
La Grande, Oregon 97850

Re: Porter Flat Material Source, R-46377, Contract No. 7670
Olds Ferry N. Fk. Jacobsen Gulch Section, Old Oregon Trail Hwy.

Dear Mr. Schwartz

In reply to your letter of September 4, 1973, which greatly expanded on, an, elucidated the situation concerning the complaint by Mr. Aubert it would appear that in view of the more detailed and comprehensive explanation of this situation that occurred in the winter of 1972-73 that the state does not have any responsibility unless Mr. Aubert can prove that the contamination of his well was caused by something coming from the quarry site. Therefore, although I am forwarding a copy of this report to our insurance carrier it would not appear that there is any great problem of liability.

I would place this situation on a category of where a report indicated a strong possibility of liability not by what is said but what it didn't say. The subsequent report explained the situation to where there is no doubt as to what the exact situation was.

My main reason for concern in the particular matter was the fact that in one or two situations in the past in other parts of the state we have a situation such as this in which the party was advised that he had no claim against the state and after a more complete investigation it was determined that the initial assumption was incorrect.

I thank you kindly for your cooperation in supplying me with a complete report and as far as I can see this should complete the Porter Flat Well contamination complaint.

Sincerely yours,

Jack L. Solis
Assistant Attorney General

cc: Scott Coulter ✓
C. T. Kenney
Walt Barrie

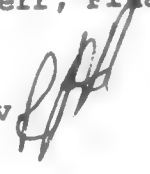
7670
FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 27, 1973

TO C. W. Head, Adm. Services John Bond, Construction
Vince Gallagher, Office Engrg. John Herr, Finance

FROM V. E. Skoog, Controller
By: Richard Hacek, Contract Acctg. Supv. 

SUBJECT Contract 7670
Gibbons & Reed Company

Treasurer's Receipt #867 dated August 23, 1973 (Time Certificate of Deposit, Bond \$156125, in the amount of \$200,000.00) was issued to replace Time Certificate of Deposit, Treasurer's Receipt #751, dated May 23, 1973 (Bond #155998 in the amount of \$200,000.00). These deposits were of equal amounts (\$200,000), therefore, no change resulted in the total amount deposited.

Attached are copies of the current letters and the State Treasurer's Receipt.

A carbon copy of the original Treasurer's Receipt will be filed (in the Contract File) in the Administrative Services Office.

CRP:njc
Attachments

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT
Salem, Oregon 97310

No 867

SAFEKEEPING
RECEIPT

Received for Account of Gibbons and Reed Company
825 West 9th North
P.O. Box 2429
Address Salt Lake City, Utah 84110

Date August 23, 1973

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit First National Bank, Salem, Oregon 9.25% Dated Aug. 20, 1973 Due Nov. 19, 1973	156125	1	200,000				200,000.00
							200,000.00

RECEIVED
AUG 27 1973
Contract Acctg.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7670

Authority ORS 279.575

Countersigned by

Mark Lowe

Deputy
Cashier

Paul R. ...

State Treasurer

SPECIAL INSTRUCTIONS



State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 23, 1973

First National Bank of Oregon, Salem Branch
Post Office Box 2049
Salem, Oregon 97308

Attn: Douglas McGregor, Vice Pres.

Gentlemen:

Per your letter dated August 20, 1973, please find enclosed
Time Certificate of Deposit number 155998, \$200,000.00, pay-
able to the order of Gibbons and Reed Company on the Treasurer
State of Oregon which matured on August 20, 1973.

Kindly acknowledge receipt of the T.C.D. by signing and return-
ing the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Marla Crowe, Cashier

MC: kf
Encl.

cc: Gibbons and Reed Company
cc: Highway Department, attn: Dick Haeck

RECEIVED
AUG 27 1973
Contract Acctg.

COPY



State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 23, 1973

Gibbons and Reed Company
Post Office Box 2429
Salt Lake City, Utah 84110

Attn: William A. Wells, Controller

Gentlemen:

As evidenced by the enclosed copy of a letter to the First National Bank of Oregon, Salem, Oregon, we have released and mailed to them your maturing Time Certificate of Deposit No. 155998, in the amount of \$200,000.00.

This T.C.D. has been replaced with Time Certificate of Deposit number 156125, dated August 20, 1973, due November 19, 1973, in the amount of \$200,000.00.

Our receipt for the same is enclosed.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Marle Crowe, Cashier

MC: kf
Encl.

cc: First National Bank of Oregon, Salem Oregon
cc: Oregon State Highway Department, attn: Dick Haeck

RECEIVED
AUG 27 1973
Contract Acctg.

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

No 751

Received for
Account of Gibbons and Reed Company
825 West 9th North
Address P.O. Box 2429
Salt Lake City, Utah 84110

Date May 23, 1973

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit 6.75 % Dated May 21, 1973 Due Aug. 20, 1973 First National Bank of Oregon, Salem, Oreg.	155998	1	200,000				200,000.00
							200,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7670 Olds Ferry North
Fork Jacobsen Gulch Section of the Old Oregon Train in Malheur Co.

Authority ORS 279.575

Countersigned by

[Signature] Deputy
Cashier

[Signature]
State Treasurer

SPECIAL INSTRUCTIONS

Reference Only

7670

S

August 2, 1973

Ferguson & Burdell
929 Logan Building
Seattle, Washington 98101

Attention: Bruce P. Rabbitt

Gentlemen:

As requested in your Affidavits dated July 31, 1973,
enclosed are certified copies of the following contracts.

Contract No. 7563 with Hughes & Ladd-Hughes
and Ladd, Inc., on the East Unit, Pendleton-
Emigrant Hill Section on the Old Oregon Trail.

Contract No. 7566 with Hughes & Ladd-Hughes
and Ladd, Inc., on the La Grande-Ladd Canyon
Section on the Old Oregon Trail.

Contract No. 7670 with Gibbons and Reed
Company on the Olds Ferry-North Fork Jacobsen
Gulch Section on the Old Oregon Trail.

Contract No. 7605 with J. C. Compton Company
and Ross Bros. Construction, Inc., on the
North Fork Jacobsen Gulch-North Ontario Inter-
change on the Old Oregon Trail.

Contract No. 7760 with Willamette Western
Corporation on the Snake River (Adrian) Bridge
Section of the Succor Creek (Parna Spur)
Highway.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosures

APPLICATION AND AFFIDAVIT
FOR COPY OF CONTRACT AND BOND

TO: The State of Oregon

AND TO: Department of Highways
State Highway Building
Salem, Oregon 97310

Re: Oregon State Highway Project, Contract
No. 7670; Olds Ferry North Fork,
Jacobsen Gulch, Malheur County, Oregon

Gentlemen:

Pursuant to ORS 279.512 and 279.515, Tri-M Erectors, Inc. hereby applies for a certified copy of the contract and bond for and in connection with the public improvement described above, and furnishes the sub-joined affidavit.

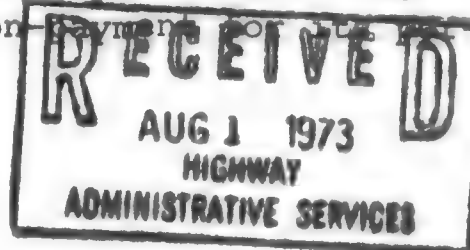
TRI-M ERECTORS, INC.

By


Ferguson & Burdell,
their agents
929 Logan Building
Seattle, Washington 98101

STATE OF WASHINGTON)
) ss.
County of King)

BRUCE P. BABBITT, being first sworn says: I am the agent for the purposes of making this application and affidavit of Tri-M Erectors, Inc., and of one of the attorneys of the above-named law firm. Tri-M Erectors, Inc. has performed under a subcontract providing labor and materials for the prosecution of the work involved in the construction, alteration or repair of the above-described public improvement. The applicant has a claim on account of non-payment for



NOTED
C. W. HEAD

formance, and seeks certified copies of the contract and bond in connection therewith.

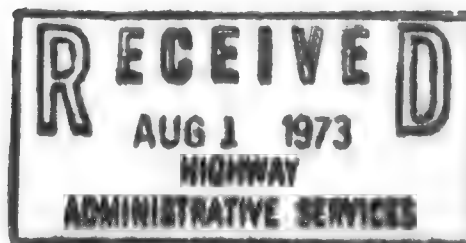
B. P. Babbitt

Bruce P. Babbitt

SUBSCRIBED AND SWORN to before me this 31 day of July, 1973.

Mary Lou Hansen

Notary Public in and for the state of Washington, residing at Seattle. *Morcor Island*



7670

FORM E-90

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 26, 1973

TO C. W. Head, Admin. Services John Bond, Construction
Vince Gallagher, Office Engrg. John Herr, Finance

FROM Vernon E. Skoog, Controller
By: R. J. Hacek, Contract Acctg. Supv. *[Signature]*

SUBJECT Contract No. 7670
Gibbons & Reed Co. Contractors

Treasurer's Receipt No. 816, dated July 18, 1973, was issued to replace Treasurer's Receipt No. 686, dated April 10, 1973. These deposits were of equal amounts (\$100,000) therefore, no change resulted in the total amount deposited.

Attached are copies of a current letter and State Treasurer's receipt.

A carbon copy of the original Treasurer's Receipt will be filed (in the Contract File) in the Administrative Services office.

RJH:njc

Attachments

NOTED
C. W. HEAD



State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 20, 1973

Gibbons and Reed Contractors
Post Office Box 2429
Salt Lake City, Utah 84110

Attn: William A. Walls, Controller

Gentlemen:

Enclosed herewith please find State of Oregon safekeeping receipt number 816, dated July 18, 1973, \$100,000.00 Time Certificate of Deposit number 156068 (6.25%) First National Bank of Oregon, Salem Oregon, due October 9, 1973, in the amount of \$100,000.00.

We are also returning the matured T.C.D. number 159961, due July 9, 1973, to the First National Bank, Salem, Oregon, per their request. *Receipt # 686 4/16/73*

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Marle Crowe, Cashier

MO: kf
Encl.

cc: Oregon State Highway Department
Attn: Dick Haeck

cc: First National Bank, Salem, Oregon Branch
Attn: Douglas McGregor, Vice Pres.

RECEIVED

JUL 23 1973

Contract Acctg.

COPY



State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 20, 1973

Salem Branch, First National Bank
Post Office Box 2049
Salem, Oregon 97308

Attn: Douglas McGregor, Vice Pres.

Gentlemen:

As indicated by the copy of the letter to Gibbons and Reed Contractors, we have forwarded safekeeping receipt number 816 to them covering T.O.D. number 156068, in the amount of \$100,000.00, which we received from you.

For your request we are returning the matured T.O.D. number 159961, in the amount of \$100,000.00 to your bank. *Rec #686 dated 4/9/73*

Kindly acknowledge receipt by signing and returning the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crewe, Cashier

Wishf
Encl.

cc: Oregon State Highway Department
Attn: Dick Hanks

cc: Gibbons and Reed Contractors

RECEIVED

JUL 23 1973

Contract Acctg.

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

No 816

Received for
Account of Gibbons and Read Company Contractors
825 West 9th North P.O. Box 2429
Address Salt Lake City, Utah 84110

Date July 18, 1973

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit First National Bank of Oregon, Salem, Oreg. 8.25% Dated July 10, 1973 Due Oct. 9, 1973	156068	1	100,000				100,000.00
							100,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7670

Authority ORS 279.575

Countersigned by

[Signature]

Deputy
Cashier

SPECIAL INSTRUCTIONS

[Signature]
State Treasurer

7670		STATE COPY	
Monthly transaction number 7-35	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 7-20-73	State Oregon	County Malheur Project number 1-80N-8(24)354
Project report number 7			
Modification number 1			

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 14 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	<u>10,211,196</u>	<u>10,318,773</u>
Federal funds	<u>19,420,849</u>	<u>9,517,809</u>
Other revisions		

This modification is made for the following reasons:

to include approved items that were previously retained in Program Status

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of July, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By [Signature]
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

for By [Signature]
G. L. Green (Division Engineer)

Oregon State Highway Division

Federal-aid Project
No. I-80N-8(24)354

OLDS FERRY-H. FK. JACOBSEN GULCH SECTION
OLD OREGON TRAIL HIGHWAY, MALHEUR COUNTY

Salem, Oregon, July 11, 1973

Revised Project Agreement.

Type Code 6203
Roadway (Sta. "WB" 185+10.32 to Sta. 844+00)

Subtotal on previous estimate
of December 9, 1971

\$8,733,347.75

Additional Items

SFO#2 Reimburse Idaho Power Company
SFO#5 Reimburse Chevron Pipe Line Company

\$ 79,102.39
18,694.60

Subtotal
10% Engineering

\$8,831,144.74
*882,114.26

Total

\$9,713,259.00

*Reduced in accordance with paragraph 5 (Project Field Offices) of PPM 30-6.

Total for structures the same as
previous estimate

\$ 605,514.00

Length of Roadway - - - - - 12.379 Miles
Length of Structures - - - - - 0.067 Mile
12.446 Miles

Cost of Roadway Per Mile- - - - \$784,656.19

Retained in Program Status

Slide Correction
Pipe Bedding

All Required
All Required

\$ 100,000.00
200.00

Subtotal
10% Engineering

\$ 100,200.00
10,020.00

Total

\$ 110,220.00

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Roadway	\$ 9,713,259.00	\$8,959,162.00	\$754,097.00
Structures	605,514.00	558,647.00	46,867.00
Subtotal	\$10,318,773.00	\$9,517,809.00	\$800,964.00
Retain in Program	110,220.00	101,688.00	8,532.00
Total	\$10,428,993.00	\$9,619,497.00	\$809,496.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7670

Prefix: 623-1027

Nonparticipating - State Work

State Responsibility for Damages

All Required

\$ 6,000.00

OLDS FERRY-N. FORK JACOBSEN GULCH SECTION

PROJECT NO. I-80N-8(24)354

Work by Idaho Power Company SFO#2

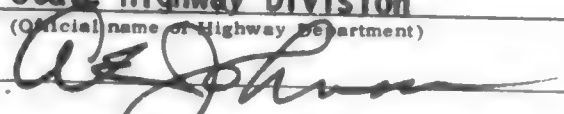
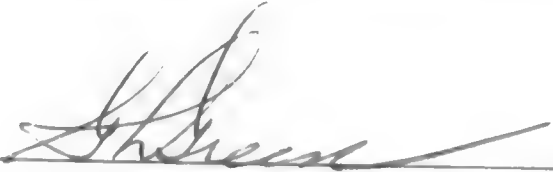
Company Labor.	\$ 600.00
Company Expenses	37.50
Company Equipment.	136.22
Contract, Labor and Equipment.	53,899.28
Materials.	20,974.37
Overhead	7,764.73
Salvage Credit	(6,309.71)
Right of Way	<u>2,000.00</u>
	\$79,102.39

Work by Chevron Pipe Line Company SFO#5

Labor.	\$ 2,342.11
Travel Expense	141.25
Equipment.	112.00
Contract	8,210.10
Freight.	112.88
Telephone.	24.31
Materials.	<u>7,751.95</u>
	\$18,694.60

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 12-61	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. # 7670 4	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 12 14 71	COUNTY Malheur
		PROJECT NO. I-80N-8(24)354
The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.		
PROJECT TERMINI I-80N 6.6 ml. N.W. of Ontario N.W. 12.45 ml. Olds Ferry-N. Fk. Jacobsen Gulch		
PROJECT CLASSIFICATION OR CLASS OF WORK		EFFECTIVE DATE OF AUTHORIZATION
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER (Specify)		10-20-71
		12.446
FUNDS		
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS	
\$ 10,211,196	\$ 9,420,849.00	
The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.		
Oregon State Highway Division (Official name of Highway Department) By <u></u> Assistant State Highway Engineer (Title) By _____ (Title) By _____ (Title)		U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION By <u></u> (Division Engineer) For: R. E. Simpson Date executed by Division Engineer DEC 14 1971

Oregon State Highway Division

Federal-Aid
Project No. I-80N-8(24)354

OLDS FERRY-N. FK. JACOBSEN GULCH SECTION

OLD OREGON TRAIL HIGHWAY, MALHEUR COUNTY

Salem, Oregon, December 9, 1971

Project Agreement Estimate.

Type Code 6203

Roadway (Sta. "WB" 185+10.32 to Sta. 844+00)

Mobilization	All Required		\$ 888,000.00
Furnishing Field Laboratory Building	1 only	1,000.00	1,000.00
Temporary Protection and Direction of Traffic	All Required		45,000.00
Clearing and Grubbing	All Required		60,000.00
Removal of Structures and Obstructions	All Required		50,000.00
Ditch Excavation	8,100 cu.yd.	1.75	14,175.00
General Excavation	4,690,000 cu.yd.	0.45	2,110,500.00
Extra for Selecting Native Soil Material	150,000 cu.yd.	0.37	55,500.00
Overhaul	680,000 C-yd.sta.	0.00	6,800.00
Trench Excavation	8,900 cu.yd.	4.00	35,600.00
Motor Grader	44 hr.	29.50	1,298.00
Finishing Roadbed and Slopes	All Required		10,500.00
Obliteration of Roadway	7,200 sq.yd.	0.10	720.00
Watering	139,000 M-gal.	2.40	333,600.00
Bituminous Base Mixture	384,000 ton	3.50	1,344,000.00
Asphalt in Bituminous Base Mixture	21,100 ton	42.50	986,750.00
3/4" - 0 Aggregate Base	6,550 ton	3.00	19,650.00
Aggregate Shoulder Material	51,000 ton	2.75	140,250.00
Plant-Mix Aggregate Base	90,000 ton	2.75	247,500.00
Lime Treated Subgrade	630,000 sq.yd.	0.26	163,800.00
Lime for Treated Subgrade	7,100 ton	41.00	291,100.00
Class B Asphalt Concrete Mixture	139,000 ton	3.70	514,300.00
Asphalt Cement in Mixture	9,000 ton	42.50	382,500.00
Asphalt in Tack Coat	100 ton	65.00	6,500.00
3/4" - 0 Aggregate in Prime Coat	200 cu.yd.	6.00	1,200.00
MC-250 Asphalt in Prime Coat	36 ton	65.00	2,340.00
Reinforced Concrete Bridge End Panels	900 sq.yd.	20.00	18,000.00
Class "A" Concrete in Box Culvert	1,000 cu.yd.	120.00	120,000.00
Reinforcement in Box Culverts	220,000 lb.	0.14	30,800.00

72-inch Structural Plate Pipe, Sta. 225+30	1 only	15,000.00	15,000.00
84-inch Structural Plate Pipe, Sta. 815+20	1 only	23,000.00	23,000.00
96-inch Structural Plate Pipe, Sta. 527+47	1 only	30,000.00	30,000.00
8-inch Culvert Pipe	2,460 lin.ft.	5.00	12,300.00
12-inch Culvert Pipe	500 lin.ft.	5.50	2,750.00
15-inch Culvert Pipe	2,800 lin.ft.	5.50	15,400.00
18-inch Culvert Pipe	4,300 lin.ft.	6.00	25,800.00
24-inch Culvert Pipe	7,300 lin.ft.	8.00	58,400.00
36-inch Culvert Pipe	120 lin.ft.	13.50	1,620.00
42-inch Culvert Pipe	200 lin.ft.	23.00	4,600.00
48-inch Culvert Pipe	520 lin.ft.	26.00	13,520.00
60-inch Culvert Pipe	240 lin.ft.	36.00	8,640.00
84-inch Culvert Pipe	108 lin.ft.	55.50	5,994.00
15-inch Paved Culvert End Slopes	7 only	80.00	560.00
18-inch Paved Culvert End Slopes	13 only	95.00	1,235.00
24-inch Paved Culvert End Slopes	25 only	145.00	3,625.00
36-inch Paved Culvert End Slopes	3 only	180.00	540.00
48-inch Paved Culvert End Slopes	1 only	225.00	225.00
Concrete Manholes	1 only	600.00	600.00
Concrete Inlets, Type "G-1"	37 only	295.00	10,454.00
Concrete Inlets, Type "G-2M"	20 only	300.00	6,000.00
Concrete Inlets, Type "G-2MA"	40 only	380.00	15,200.00
6-inch Drain Pipe	2,400 lin.ft.	2.00	4,800.00
8-inch Drain Pipe	2,300 lin.ft.	3.00	6,900.00
Special Filter Material in Drains	470 cu.yd.	9.00	4,230.00
Guard Rail, Type 2A	54,400 lin.ft.	3.75	204,000.00
Guard Rail Anchors	60 only	190.00	11,400.00
Extra for Guard Rail Bridge Connection	8 only	185.00	1,480.00
Special Metal Median Barrier	65 lin.ft.	12.00	780.00
Concrete Median Barrier	3,000 lin.ft.	10.50	31,500.00
Type 2 Fence	147,000 lin.ft.	0.52	76,440.00
20' x 48" Double Gates	1 only	280.00	280.00
Extra for Asphalt Curbs	23,200 lin.ft.	0.75	17,400.00
Loose Riprap, Class 700	18,900 cu.yd.	3.10	58,590.00
Filter Blanket	9,000 cu.yd.	2.00	18,000.00
24' Cattle Guards	1 only	2,120.00	2,120.00
26' Cattle Guards	6 only	2,500.00	15,000.00
44' Cattle Guards	1 only	4,100.00	4,100.00
Guide Posts	700 only	8.00	5,600.00
Guide Posts, Flexible	30 only	12.00	360.00
1 1/2-inch Electrical Conduit	240 lin.ft.	2.00	480.00
2-inch Electrical Conduit	210 lin.ft.	3.50	735.00
Roadside Seeding and Mulching	355 acre	275.00	97,625.00

Signing

Removal of Existing Sign
Installations

All Required

500.00

Painted Wood Sign Posts	A11 Required		3,000.00
Sign Support Footings	A11 Required		3,300.00
Breakaway Sign Posts	A11 Required		8,100.00
Type "A" Signs in Place	1,015 sq.ft.	7.25	7,358.75
Type "C", "D" and "R" Signs in Place	748 sq.ft.	4.50	3,366.00
Type "E", "F", "G" and "M" Signs in Place	128 sq.ft.	5.00	640.00
Type "U" Signs in Place	21 sq.ft.	6.00	126.00
Sign Illumination Equipment	A11 Required		7,500.00
8" Amber Flashers in Place	2 only	100.00	200.00
Thermoplastic Pavement Arrows	5 only	100.00	500.00
Flashing Beacon Control Equipment	A11 Required		6,000.00
			<u>\$ 8,649,347.75</u>
Flagging (60% of Contractor's Cost)	A11 Required		\$ 50,000.00
Permanent Pavement Striping	A11 Required		4,000.00
Stage Construction Striping	A11 Required		2,000.00
Temporary Erosion Control	A11 Required		20,000.00
On-Job Trainee (10 @ \$800)	A11 Required		8,000.00
			<u>\$ 84,000.00</u>
	Subtotal		<u>\$ 8,733,347.75</u>
	10% Engr. & Cont.		* 872,334.25
	Total		<u>\$ 9,605,682.00</u>

*Reduced in accordance with par. 5 (Project Field Offices) of PPM 30-6.

Type Code X281

Bridge No. 8083A (Sta. 209+29.49 to Sta. 211+47.49)

Bridge Removal Work	A11 Required		\$ 6,000.00
Shoring, Cribbing, Etc.	A11 Required		1,000.00
Structure Excavation	1,000 cu.yd.	5.00	5,000.00
Structure Excavation Below Elevation Shown	90 cu.yd.	5.50	495.00
Furnish HP 10x42 Steel Piling	2,680 lin.ft.	4.50	12,060.00
Drive Steel Piles	90 only	100.00	9,000.00
Splice Steel Piles	22 only	40.00	880.00
Class A Concrete (1,514 cu.yd.)	A11 Required		135,000.00
140'/145' Bulb Tee Prestressed Beams	18 only	6,200.00	111,600.00
Reinforcement (278,000 lb.)	A11 Required		46,000.00
Deck Seal	2,160 sq.yd.	1.75	3,780.00
Preparation of Slopes	740 sq.yd.	3.60	2,664.00
Concrete Slope Paving	740 sq.yd.	11.65	8,621.00
Slope Paving Curb	240 lin.ft.	3.00	720.00
8-inch Culvert Pipe	130 lin.ft.	3.50	455.00
			<u>\$ 343,275.00</u>

Type Code X220

Bridge Nos. 9838 and 9838A (Sta. 525+32 to Sta. 526+68)

Shoring, Cribbing, Etc.	All Required		\$ 500.00
Structure Excavation	500 cu.yd.	6.00	3,000.00
Structure Excavation Below			
Elevation Shown	45 cu.yd.	7.00	315.00
Fresh Treated Timber Piling	7,640 lin.ft.	2.00	15,280.00
Drive Timber Piles	160 only	100.00	16,000.00
Class A Concrete (1,182 cu.yd.)	All Required		120,000.00
Reinforcement (249,000 lb.)	All Required		36,000.00
Deck Seal	1,300 sq.yd.	1.75	2,275.00
Preparation of Slopes	850 sq.yd.	3.60	3,060.00
Concrete Slope Paving	850 sq.yd.	11.65	9,902.50
Berm Paving	130 sq.yd.	4.50	585.00
8-inch Culvert Pipe	110 lin.ft.	2.50	275.00
			\$ 207,192.50
	Subtotal		\$ 550,467.50
	10% Engr. & Cont.		55,467.50
	Total		\$ 605,935.00

Length of Roadway - - - - 12.379 miles
Length of Structure - - - - 0.067 mile
Total 12.446 miles

Cost of Roadway Per Mile- - \$775,965.91

Retained in Program Status

Slide Correction	All Required	\$ 100,000.00
Idaho Power Co.	All Required	60,000.00
Pipe Bedding		200.00
	Subtotal	\$ 160,200.00
	10% Engr. & Cont.	16,020.00
	Total	\$ 176,220.00

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Roadway	\$ 9,605,682.00	\$8,862,202.00	\$743,480.00
Structures	<u>605,514.00</u>	<u>558,647.00</u>	<u>46,867.00</u>
Subtotal	\$10,211,196.00	\$9,420,849.00	\$790,347.00
Retained in Program	<u>176,220.00</u>	<u>162,580.00</u>	<u>13,640.00</u>
Total	\$10,387,416.00	\$9,583,429.00	\$803,987.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7670

Prefix 623-1027

Nonparticipating - State Work

State Responsibility for Damages	All Required	\$ 6,000.00
----------------------------------	--------------	-------------

7670

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

July 13, 1973

Mr. W. E. Schwartz
Regional Engineer
Highway Division
Department of Transportation
2111 Adams Avenue
LaGrande, Oregon 97850

Re: Porter Flat Material Source
R-46377, Contract No. 7670

RECEIVED STATE HWY ENGR						
JUL 16 '73						
REFER TO						
FOR						
Info	Leaves	R/D	D/R	Sign	Act	File

RECEIVED
JUL 20 1973

Office of
Assistant State Highway Engineer

NOTED
A. E. JOHNSON

Dear Mr. Schwartz

I have reviewed a copy of Mr. Hiatt's letter to Porter's Flat, Inc., dated July 3, 1973, and must disagree with the answer given to Porter's Flat, Inc., if the facts are as indicated in Mr. Aubert's letter.

I am of the opinion that the law prohibits anyone from pumping a water table down to where it dries up an existing well. I do not feel that this is the State's responsibility, and I believe that it is the responsibility of Grant Construction Company. The fact that the lease allowed the State to remove the material in any manner and in any quantity that may meet the convenience or serve the purpose of the State does not give the State the right to go in there and lower the water table or authorize a contractor to do so until the well owner has to haul water by truck or drill a new well. This is a definite interference with an existing property right and is compensable.

As regards to the contamination of his water supply by leaving oil drums and gasoline drums at the excavation site when the area flooded, again this is an act that is not proper and for which I think there is liability. The liability of the State will depend on its knowledge or presumed knowledge of this situation.

The fact that Grant Construction Company was buying material from the State of Oregon did not grant them the right to go in there and run Mr. Aubert's well dry nor contaminate his water supply, and I would strongly suggest that they be advised that this is their responsibility to take care of this problem and that they do so.

Mr. W. E. Schwartz
July 13, 1973
Page 2

Further, if the State of Oregon authorized them to pump down and run the well dry, or knew that they were contaminating the water supply and did nothing about it, there is a possibility that the State would be involved in the liability as the owner of the land.

In any event, I am forwarding this matter to our insurance carrier and would appreciate a complete investigation from the field with a report of exactly what the circumstances were as relates the pumping by Grant Construction, and whether or not that did in fact dry up the well, and whether in fact the water supply was contaminated by leaving gasoline and oil drums, etc., in the excavation during high water and whether it was necessary to drill a new well.

Sincerely

Jack L. Sollis
Assistant Attorney General

kk

cc: Mr. Walter L. Barrie
Mr. A. E. Johnson
Mr. C. T. Keasey

6-2-5



**OREGON STATE
HIGHWAY DEPARTMENT**

Ontario, Oregon
July 3, 1973

Routing
1. K. K. RECEIVED
2. J. J. JUL 8 1973
3. W. W. CONSTRUCTION SECTION

~~Porter's Flat, Inc.
4504 SE Harney Drive
Portland, Oregon 97206~~

~~Attn: Robert C. Aubert~~

RE: Porter Flat Material
Source. File No. 46377
Olds Ferry-N. Fk.
Jacobsen Gulch Sec.
Old Oregon Trail Hwy.
Contract No. 7670

Dear Bob;

The unfortunate problem you have encountered with your domestic well and pumps located on the Porter Flat property, which the State has entered into a lease agreement for removal of roadbed building materials, has again been discussed with the Regional Office.

As stated in the lease agreement; " State may procure, take, and appropriate such materials in any manner and in any quantity that may meet the convenience or serve the purpose of State."

We feel that the manner in which the contractor removed the materials was not unreasonable, that pumping was necessary to obtain the required suitable material and confine the excavation area.

We are of the same opinion as of earlier this year, when I informed you verbally, we could not assume responsibility concerning your domestic well and pump problem.

RECEIVED STATE HWY ENGR							
JUL 17 73							
REFER TO							
FOR							
Info	Inves	R/D	D/R	Sign	Act	File	

Sincerely,

C.D. Hiatt
Res. Engr.
P.O. Box 702
Ontario, Ore
97914

cc: W.E. Schwartz
C.T. Keasey ✓
L.I. Lindas

Porter's Flat, Inc.
4504 SE Harney Drive
Portland, Oregon 97206

June 22, 1973

State Highway Department
Malheur County
359 SW 4th Avenue
Ontario, Oregon

Attn: Dale Hyatt

Dear Dale:

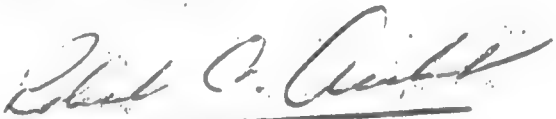
We submitted a bill to Gibbons & Reed Construction for \$1,076.00 for replacement of well and pumps for our residence at Porter's Flat. Gibbons and Reed returned the bill, suggesting that we contact the State of Oregon, as they were merely subcontractors, buying the minerals from the State of Oregon.

I informed the foreman for Grant Construction, as well as the foreman for Gibbons & Reed, on this particular project, that the pumps they were running 24 hours a day were depleting our water table below pumping level.

During the freeze last winter, Grant Construction had equipment at their site, that is: motors, oil drums (full and empty), and gasoline drums that were left in the excavating site, and when the river flooded, it completely contaminated what was left of our well. Two families were without water, which of course controlled the bathrooms as well as drinking water, for a period of over two weeks.

We feel that someone should bear the responsibility of this expense. Therefore, I am writing with the idea that you will submit the bill to your organization. We realize that this type of thing is not spelled out specifically in our lease, but we do feel that the State of Oregon certainly has a responsibility to the lessor.

Very truly yours,


Robert C. Aubert

RCA:ltd

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7670

Salem, Oregon

June 1, 1973

SUBJECT: Contract 7670
Gibbons & Reed Co. Contractors

To: C. W. Head, Secretary
John Bond, Construction
Vince Gallagher, Office Engineering
John Herr, Finance

On February 21, 1973 State Treasurer's Receipt No. 647 was issued for a T.C.D. replacing a T.C.D. on their Receipt No. 488. (copy attached.) They were of equal amounts (\$200,000.00), therefore, no change resulted in the total deposited. However the Treasury Department failed to notify the Highway Division.

Attached herewith are copies of a current letter and State Treasurer's Receipt No. 751 advising us of the replacement of Time Certificate deposited on March 23, 1973 (Treasurer's Receipt No. 647). Both certificates are of equal amounts (\$200,000.00); therefore, no change will result in the total deposits in lieu of retainage on the above contract.

A carbon of the original Treasurer's Receipt No. 751 will be filed (in contract file) in the Secretary's office.

Vernon E. Skoog
Controller

By:


R. J. Hacek
Contract Accounting Supervisor

RJH:kmb

Attachments

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT
Salem, Oregon 97310

No 647

SAFEKEEPING
RECEIPT

Received for Gibbons and Reed Company
Account of 825 West 9th North
P.O. Box 2429
Address Salt Lake City, Utah 84110

Date February 21, 1973

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit Dated February 20, 1973 Due May 21, 1973 First National Bank, Salem, Oregon 6.00	155918	1	200,000				200,000.00

CANCELLED
Date 5-24-73

STATE TREASURY OF OREGON

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7670 Olds Ferry-North
Fork Jacobsen Gulch Section of the Old Oregon Trail in Malheur County.
Chapter 746, O. L. 1971

Authority
Countersigned by

SPECIAL INSTRUCTIONS

Deputy
Cashier

State Treasurer

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

No 751

Received for
Account of Gibbons and Reed Company

Date May 23, 1973

825 West 9th North

Address P.O. Box 2429

Salt Lake City, Utah 84110

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit 6.75 % Dated May 21, 1973 Due Aug. 20, 1973 First National Bank of Oregon, Salem, Oreg.	155998	1	200,000				200,000.00
							200,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7670 Olds Ferry-North

Fork Jacobsen Gulch Section of the Old Oregon Train in Malheur Co.

Authority ORS 279.575

Counterigned by

[Signature]
Deputy
Cashier

[Signature]
State Treasurer

SPECIAL INSTRUCTIONS



State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

May 24, 1973

Gibbons and Reed Company
Post Office Box 2429
Salt Lake City, Utah 84110

Attn: William A. Wells, Controller

Gentlemen:

Enclosed herewith please find safekeeping receipt number 751, dated May 23, 1973, Time Certificate of Deposit number 155998, due August 20, 1973, First National Bank of Oregon, Salem, Oregon in the amount of \$200,000.00.

This T.C.D. is in exchange for T.C.D. number 155918, dated February 21, 1973, due May 21, 1973, in the amount of \$200,000.00 which we are returning to you per your request.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Grows, Cashier

MC: kf
Encl.

cc: Oregon State Highway Dept. Attn: Dick Haack
cc: First National Bank of Oregon, Salem Branch, Attn: Douglas Mc Gregor

COPY



**OREGON STATE
HIGHWAY DIVISION**

7670
HIGHWAY BUILDING

SALEM, OREGON • 97310

Gibbons & Reed Company
P.O. Box 248
Huntington, OR 97907

May 30, 1973

Attention: Robert E. Adler
Project Manager

Re: Olds Ferry-N. Fk. Jacobsen Gulch
Old Oregon Trail Highway
F.A. Project No. I-80N-8(24)354
Contract No. 7670
On-The-Job Training

Gentlemen:

This is to inform you that the proposed training program of the Ironworker permittee has been approved by the Federal Highway Administration. The proposed Operating Engineer training program as submitted by your subcontractor, L. W. Vail Company, has also been approved.

The State will participate in your training costs for these trainees as specified in the contract.

You are reminded that a copy of the approved individual training program is to be furnished each trainee.

Very truly yours,

C. T. Keasey
Construction Engineer

By

M. D. Glenn
M. D. Glenn
Construction EEO Engineer

MDG:fr

bc: H. S. Coulter
Gene Huntley
W. E. Schwartz
C. D. Hiatt

(w/att.)
"

RECEIVED

MAY 31 1973

Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

Box 300

Salem OR 97308

DATE: May 25, 1973

In reply
refer to: 10-35-DA/961

7670 Oregon Project I-80N-8(24)354
Contract No. 7670
SUBJECT: On-the-Job Training

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

Your May 23, 1973 letter submitted training for two trainees on this project. The proposed training programs for the Ironworker and the Operating Engineer meet the requirements of the training special provisions under FHWA Order Interim 7-2(2) and are approved.

RECEIVED STATE HWY ENGR							
MAY 29 '73							
REFER TO <i>Council</i>							
FOR							
Info	1	2	3	4	5	6	7

0-29-
5-29-73

7670

ay ay

G. L. Green



**OREGON STATE
HIGHWAY DIVISION**

71670

HIGHWAY BUILDING

SALEM, OREGON • 97310

May 23, 1973

Glen L. Green
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

Re: Olds Ferry-N. Fk. Jacobsen Gulch
Old Oregon Trail Highway
F.A. Project No. I-80N-8(24)354
Contract No. 7670
On-The-Job Training

Dear Sir:

Attached for your review are four copies of Gibbons & Reed Company and subcontractor, L. W. Vail Company, Inc. proposed training programs.

Your prior approval was given to Gibbons & Reed Company for an Ironworker apprentice. As Ironworker apprentices are not available in the area, they are asking approval to fill this position with a permittee that will be sent out by the union. It is from this group of permittees that the Ironworker apprentices are eventually chosen. Credit is given for time spent as a permittee upon becoming an apprentice.

The proposed training program being submitted by subcontractor L. W. Vail is for an Operating Engineer and is detailed as submitted.

Your approval of the above-mentioned training programs is requested.

Very truly yours,

C. T. Keasey
Construction Engineer

By

M. D. Glenn
Construction BEO Engineer

MDG:fr
Attachments

bc: H. S. Coulter
Gene Huntley

RECEIVED

MAY 24 1973

NOTED
H.S.COULTER

Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1973

7670

SUBJECT: Contract 7670
Gibbons & Reed Co. Contractors

To: C. W. Head, Secretary
John Bond, Construction
Vince Gallagher, Office Engineering
John Herr, Finance

Attached are copies of a letter and State Treasurer's Receipt No. 686 advising us of the replacement of Time Certificate deposited on October 12, 1972 (Treasurer's Receipt No. 536). Both certificates are of equal amounts (\$100,000.00); therefore, no change will result in the total deposits in lieu of retainage on the above contract.

A carbon of this original Treasurer's Receipt No. 686 will be filed (under Contract No.) in the Secretary's office.

Vernon E. Skoog
Controller

By:

R. J. Hacek
R. J. Hacek
Contract Accounting Supervisor

RJH:bl
Attachments

NOTED
C. W. HEAD

amy



State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 10, 1973

Gibbons and Reed Contractors
Post Office Box 2429
Salt Lake City, Utah 84110

Gentlemen:

Enclosed herewith please find safekeeping receipt number 686, dated April 10, 1973, covering \$100,000.00 Time Certificate of deposit, First National Bank of Oregon, Salem, Oregon, (6.75%) number 159961, due July 9, 1973.

This T.C.D. replaces Time Certificate number 130801 in the amount of \$100,000.00, which matured on April 9, 1973,

We have returned it to the First National Bank of Oregon, Salem, Oregon Branch.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By

Merle Crowe, Cashier

MS: kf
Encl.

cc: State Highway Commission Att: Dick Haack
cc: First National Bank of Oregon, Salem Branch
Attn: Jack Dressler

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

No 686

SAFEKEEPING RECEIPT

Received for
Account of Gibbons & Reed Company Contractors
825 West 9th North P.O. Box 2429
Address Salt Lake City, Utah 84110

Date April 10, 1973

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit	155961	1	100,000				100,000.00
First National Bank, Salem, Oregon							
Dated April 9, 1973 Due July 9, 1973							
6.75%							
Payable to the Treasurer State of Oregon							
or Gibbons and Reed Co.							
							100,000.00

Purpose of Deposit In lieu of retainage under State Highway Contract No. 7670 Olds Ferry
North Fork Jacobson Gulch Section of the Old Oregon Trail in Malheur Co.
ORS 279.375

Authority

Countersigned by

[Signature]

Deputy
Cashier

State Treasurer

SPECIAL INSTRUCTIONS



**OREGON STATE
HIGHWAY DIVISION**

7670
HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED

January 3, 1973

Gibbons & Reed Company
P.O. Box 248
Huntington, OR 97907

Attn: Robert E. Adler,
Project Manager

Re: Olds Ferry-N. Fk. Jacobson Gulch
Old Oregon Trail Highway
F.A. Project No. I-80N-8(24)354
Contract No. 7670
On-The-Job Training Program

Gentlemen:

This is to inform you that nine of the ten training programs have been approved by the Federal Highway Administration. The approved programs are as follows:

- 1 Ironworker
- 1 Carpenter
- 1 Cement Mason
- 5 Laborers
- 1 Teamster Truck Driver

The State will participate in training costs for these trainees per specifications.

As I indicated in my letter of December 1, 1972, the program for the Operating Engineer will not be approved by the Federal Highway Administration pending actual establishment of an apprenticeship training program for this craft. Without this approval, the State Highway Division will not participate in the training costs for this trainee.

You are reminded that a copy of the approved individual training program is to be furnished each trainee.

Very truly yours,

George M. Baldwin
Administrator of Highways

By *M. D. Glenn*

M. D. Glenn
Construction EEO Engineer

MDG:fr

bc: A. E. Johnson
Gene Huntley
W. E. Schwartz/att.
C. D. Hiatt/att.

RECEIVED
JAN 8 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

(D) (F) (M) (B) (H) (W) (P)
DEC 14 1972

FHWA-121 (12-47)
UNITED STATES GOVERNMENT

FOR FILE

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highway
Salem, Oregon

DATE: December 7, 1972

In reply refer to: 10-35-DA

7670

FROM : G. L. Green, Division Engineer
Salem, Oregon

Malach

SUBJECT: Oregon Project I-80N-8(24)354
Olds Ferry-N. Jacobsen Gulch
Contract 7670
On-The-Job-Training

*Const.
Huntley
12-8-72*

Our November 10 letter approved eight trainees out of the required ten which were five laborers, one ironworker, one carpenter and one cement mason.

The proposed training program for the Teamsters submitted by your 11-22-72 letter is approved. Program approval for the operating engineer will be made upon receipt of an acceptable program.

RECEIVED STATE HWY ENGR							
DEC 8 '72							
REFER TO							
FOR							
Info	Spec	RID	DIR	TP	1	2	3

12-8-72
REFERRED TO

al

BY DEPUTY STATE HIGHWAY ENGINEER



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN



RECEIVED

FOR FILE

**OREGON STATE
HIGHWAY DIVISION**

7670
HIGHWAY BUILDING • SALEM, OREGON • 97310

Gibbons & Reed Company
P.O. Box 248
Huntington, OR 97907

December 1, 1972

Attention: Robert E. Adler
Project Manager

Gentlemen:

Re: Olds Ferry-N. Fork Jacobsen Gulch
Old Oregon Trail Highway
F.A. Proj. No. I-80N-8(24)354
Contract No. 7670
On-The-Job Training

This is to inform you that only three of your ten training programs have been approved by the Federal Highway Administration. I am, therefore, returning your proposed programs for correction.

The three programs approved are for the following trainees:

- No. 1 - Ironworker
- No. 2 - Carpenter
- No. 3 - Cement Mason (Per your 10-30-72 revision)

The State will participate in training costs for these trainees per specifications.

Six training programs have not been approved. These are for the Laborer trainees, Nos. 4, 5, 6, 7 and 8 and the Operating Engineer trainee, No. 10. The State will not participate in training costs for these trainees until Federal Highway Administration approval of their programs is received.

The training programs for the five Laborer trainees will be acceptable by making minor corrections. The purpose of the on-the-job training is to provide training for a sufficient period of time to qualify trainees for Journeyman status. It is not intended that training be limited to the "duration of contract" as you have done.

RECEIVED
DEC 1 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Gibbons & Reed Company
December 1, 1972
Page 2

The deletion of this statement from the Laborer's programs will make them acceptable. This may be done by scratching out and initialing the statements or "duration of contract." I am returning your program so you may make the corrections and return to me.

The program for trainee No. 10, Operating Engineer, will not be approved until the actual establishment of the A.G.C. - Local 701 training program. It appears that agreement to this program will not be made very soon. I suggest that you submit your own training program for this craft as requested in my letter of December 30, 1971.

I am enclosing a copy of draft of the training proposed when the A.G.C. - 701 program is established. Submission of a program incorporating the type of training indicated would be acceptable and enable you to fulfill your training commitment for this craft.

Your training program for trainee No. 9, Teamster, has been submitted to the Federal Highway Administration for their review and you will be notified of their findings.

Your prompt correction and return of your Laborer trainee program and submission of an Operating Engineer trainee program is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By 

M. D. Glenn
Construction EEO Engineer

MDG:fr
cc: Gibbons & Reed, Portland Office/att.
bc: A. E. Johnson
Gene Huntley
W. E. Schwartz/att.
C. D. Hiatt/att.

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: November 24, 1972

In reply refer to: 10-35-DA/961

FROM : ⁷⁶⁷⁰ G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-8(24)354
Olds Ferry-N. Fork Jacobsen Gulch
Contract No. 7670
On-the-Job Training

NOTED
A. E. JOHNSON

cy Bonick
Personnel
11-28-72

Your November 10 letter submitted training proposals for 10 trainees on this project.

The proposed training programs for the cement mason is approved and the training program for the five laborers is approved pending removal of the asterisked portion on the hours of training (or duration of contract). The iron worker and carpenter are approved apprenticeship programs. ✓

RECEIVED STATE HWY ENGR	
NOV 29 '72	
REFER TO	
FOR	
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12/	1/
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8/	9/
10/	11/
12/	1/



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN



RECEIVED
NOV 21 1972

FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

7670
HIGHWAY BUILDING

SALEM, OREGON • 97310

TO

G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE November 22, 1972

FROM

ORIGINAL SIGNED BY
R. D. ASBURY
L. H. Young
Programing Engineer

Federal-aid Project
No. I-80N-8(24)334

SUBJECT

Request Change Order Approval

Contract 7670, Extra Work Order No. 9

Project Olds Ferry-N. Fk. Jacobsen Gulch

Highway Old Oregon Trail

County Malheur

This Order covers the additional cost to remove and reinstall guardrail posts at the flared ends of guardrail runs. An error was made in the staking of the original guardrail and has resulted in a conflict between the guardrail and catch basin installations.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, October 25, 1972.

Your approval as of October 25, 1972 is requested.

BMW:bb
Attach.

5



**OREGON STATE
HIGHWAY DIVISION**

7670
HIGHWAY BUILDING •

SALEM, OREGON • 97310

NOTED
A. E. JOHNSON

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

November 22, 1972

Re: Olds Ferry-N. Fork Jacobsen Gulch
F.A. Proj. No. I-80N-8(24)354
Contract No. 7670
On-The-Job Training

Dear Sir:

Attached for your review are four copies of Gibbons & Reed Company's proposed training program for their Teamster trainee. Your approval of this program is requested.

Approval of eight other trainee programs was requested November 10, 1972. Program approval for the remaining Operating Engineer trainee will be made upon receipt of an acceptable program.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

M. D. Glenn
Construction EEO Engineer

MDG:fr
Attachments

cc: A. E. Johnson
Gene Huntley

A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER



**OREGON STATE
HIGHWAY DIVISION**

7670
HIGHWAY BUILDING • SALEM, OREGON • 97310

Glen L. Green
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

November 10, 1972

NOTED
A. E. JOHNSON

Dear Mr. Green:

Re: Olds Ferry-N. Fork Jacobsen Gulch
F.A. Proj. No. I-80N-8(24)354
Contract No. 7670
On-The-Job Training

Attached for your review are four copies of Gibbons & Reed Company's proposed training program and a request for a revision to the program.

Ten trainees are to be provided on this project. The original program was not submitted for your approval pending receipt of acceptable programs for the Teamster and Operating Engineer trainees. A partial approval for the remaining trainees, however, is in order.

Under the original program, an Ironworker, a Carpenter and a Piledriver were to be furnished under approved apprenticeship programs. Programs were also submitted for five Laborer trainees, a Teamster and an Operating Engineer. The Teamster and Operating Engineer programs do not list the length and type of training to be provided and corrected programs have been requested.

The contractor has not been able to obtain a Piledriver trainee for more than a few days at a time due to intermittent nature of the work and lack of available trainees. He has requested the substitution of a Cement Mason trainee in lieu of the Piledriver trainee.

This Cement Mason trainee would not be trained under an approved apprenticeship program. Their proposal is for the training of a present Laborer employee to upgrade him to Cement Mason's status. The proposed pay is the present Group I Journeyman wage rate.

RECEIVED
NOV 13 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Glen L. Green
November 10, 1972
Page 2

Your approval is requested for the following trainee programs:

- 1 Ironworker
- 2 Carpenter
- 3 Cement Mason (Per revision of 10-30-72)
- 4-5-6-7-8 Laborers

Program approval of trainees 8 and 9 will be requested upon receipt of acceptable programs.

Very truly yours,

George M. Baldwin
Administrator of Highways

By 

M. D. Glenn
Construction EEO Engineer

MDG:fr

Attachments

bc: A. E. Johnson
Gene Huntley
W. E. Schwartz
C. D. Hiatt

RECEIVED
OCT 27 1972

FOR FILING

OREGON STATE
HIGHWAY DIVISION



7670

HIGHWAY BUILDING

SALEM, OREGON

97310

G. L. Green, Acting Division Engineer

DATE October 26, 1972

TO

~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
Federal Highway Administration

FROM

ORIGINAL SIGNED BY
R. D. ASBURY

L. H. Young
Programming Engineer

Federal-aid Project
No. I-80H-8(24)354

SUBJECT

Request Change Order Approval

Contract 7670 Extra Work Order No. 8

Project Olds Ferry - N.Fk. Jacobsen Gulch

Highway Old Oregon Trail

County Malheur

The order covers placing steel plates at intervals across the armor corners of expansion joints on the Olds Ferry Interchange structure. This work is necessary to prevent snow plow blades from dropping into the joints.

Attached are copies of letters from the Regional Maintenance Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on September 15, 1972.

Your approval as of September 15, 1972 is requested.

Attach.

JK:dqk

RECEIVED
OCT 13 1972

FOR FILING

7670

Salem, Oregon
October 13, 1972

Time Certificate of Deposit
Gibbons and Reed Company
Contract No. 7670

Mr. V. E. Skoog
Attn: Clare Palmer
Mr. C. T. Keasey
Attn: John Bond
Mr. L. H. Young
Attn: Vince Gallagher

Attached are copies of a letter and a receipt from the State Treasurer advising of the receipt of a Time Certificate of Deposit in the amount of \$100,000 from Gibbons and Reed Company in lieu of retainage on Contract No. 7670.

We have retained copies for the General Files (filed under the contract number) and in our office under the name of the contractor.

C. J. Head, Secretary

flm
Att.

gen files

5



State of Oregon

Treasury Department
Salem 97310

ROBERT W. STRAUB
State Treasurer

Oct. 12, 1972

Gibbons and Reed Company Contractors
825 West 9th North Avenue
Salt Lake City, Utah 84110

Attn: William Wells, Controller

Gentlemen:

Per instructions from the Department of Transportation, State Highway Division, we are enclosing safekeeping receipt No. 536 dated Oct. 12, 1972, in the amount of \$100,000.00, Time Certificate of Deposit, First National Bank, Salem, Oregon.

This Time Certificate of Deposit is in lieu of retainage on State Highway Contract No. 7670.

Very truly yours,

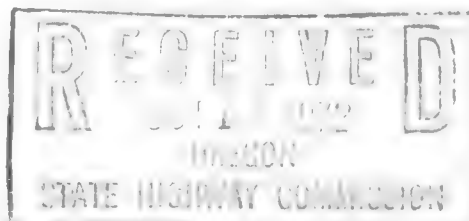
ROBERT W. STRAUB, State Treasurer

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: State Highway Division, Cecil Head
cc: First National Bank of Oregon, Salem, Oregon
Attn: Jack Dressler



COPY

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

No 536

Received for
Account of Gibbons & Reed Company Contractors

Date October 12, 1972

Address 825 West 9th North P.O. Box 2429
Salt Lake City Utah 84110

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit First National Bank, Salem, Oregon Dated Oct. 11, 1972 Due April 9, 1973 5.50% Payable to the Treasurer State of Oregon or Gibbons and Reed Co.	130801	1	100,000				100,000.00
							100,000.00

Purpose of Deposit In lieu of retainage under State Highway Contract No. 7670 Olds Ferry
North Fork Jacobsen Gulch Section of the Old Oregon Trail in Malheur Co.

Authority Chapter 746 O.L. 1971

Countersigned by

[Signature]

Cashier

[Signature]

State Treasurer

SPECIAL INSTRUCTIONS



RECEIVED
OCT 17 1972

FOR FILING
GIBBONS & REED COMPANY

General Office — Salt Lake City, Utah

REPLY TO:

825 WEST 9TH NORTH
POST OFFICE BOX 2429
SALT LAKE CITY, UTAH 84110
TELEPHONE 359-8641

CONTRACTORS



October 9, 1972

7670
First National Bank of Oregon
280 Liberty, N. E.
P. O. Box 2049
Salem, Oregon 97308

Attention: Mr. Jack A. Dressler, Vice President

Subject: First National Bank of Oregon Certificates of Deposit to be provided to the Treasurer of the State of Oregon to be held on deposit in lieu of retainage under Oregon State Highway Division Contract No. 7670 for work on the Olds Ferry-North Fork Jacobsen Gulch Section of the Old Oregon Trail in Malheur County.

Dear Mr. Dressler:

Gibbons and Reed Company has a highway contract with the State of Oregon identified above wherein First National Bank of Oregon Certificates of Deposit may be submitted for retained money percentages. As a second installment in funding this deposit account, Gibbons and Reed Company will transmit \$100,000 by wire to your bank through Walker Bank and Trust Company, Salt Lake City on Wednesday, October 11, 1972. On receipt, these funds are to be invested in FNBO 5-1/2% 180 day FNBO certificates of deposit acceptable to the Treasurer, State of Oregon.

Please issue \$100,000 certificate payable to "The Treasurer, State of Oregon or Gibbons and Reed Company." Deliver the certificate by hand to the State Treasurer, Capitol Building, Salem, Oregon 97310. Return a receipt for the securities to Gibbons and Reed Company, P. O. Box 2429, Salt Lake City, Utah 84110, Attention: William A. Wells, Controller.

Please advise us as to the rates and terms for a new certificate in advance of the maturity date of the present certificate so that continuity of the investment can be maintained. Interest at maturity is to be paid to Gibbons and Reed Company at the Salt Lake address shown in the preceding paragraph.

If there are any questions please call collect to William A. Wells, 801-359-8641, Salt Lake City. It appears that any question to the State should be directed to Mr. Floyd Query, Secretary, Oregon State Highway Commission, Highway Building, Salem, Oregon 97310.

NOTED
C. W. HEAD

October 9, 1972

We appreciate your fine service in connection with our earlier transaction as well as this current one.

Yours very truly,

GIBBONS & REED COMPANY



William A. Wells
Controller

WAW:br

Copies: State Treasurer, Capitol Building, Salem, Oregon 97310

Mr. Dale Hiatt, Resident Engineer,
Oregon State Highway, Highway Commission,
P. O. Box 702, Ontario, Oregon 97714

Mr. C. T. Keasey, Construction Engineer, Salem, Oregon

Mr. Floyd Query, Secretary, Oregon State Highway Commission,
Highway Building, Salem, Oregon 97310

Mr. Robert Westermann, Gibbons & Reed Company, Portland

Mr. Lloyd Hyde, Gibbons & Reed Company, Huntington, Oregon



RECEIVED
OCT 19 1972

FOR FILING
FORM 8-30 (REV. 10-65)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 6, 1972

SUBJECT:

To: Metropolitan Engineer
Region Engineers

FROM:

C. T. Keasey
C. T. Keasey
Construction Engineer

By AB

NOTED
A. E. JOHNSON

The attached letter from J. E. Wilson lists some of the current jobs on which we have been getting failing record test results on ductility of asphalt.

Since the Laboratory performs ductility tests on only the progress record samples, it will be necessary to send in job control back-up samples to determine the exact extent of failing tonnage in the instance where the progress record test is failing. The procedure to be followed in submitting these samples will be as outlined in Mr. Wilson's letter. If, in accordance with our standard penalty guideline procedures, an excess amount is failing, a Price Agreement is to be submitted to cover the non-spec material.

Failures on ductility have thus far been limited to the Arabian asphalts being supplied by Chevron Asphalt and Douglas Oil Companies since June of this year. However, it should be recognized that some of the smaller asphalt suppliers, such as "Blackline", do acquire their asphalt from the larger companies. Therefore, a check should be made on all jobs paved this year.

KLB:fw

Attach.

cc: A. E. Johnson
John Jenkins

RECEIVED
OCT 6 1972

OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1972

Routing
RECEIVED
OCT 2 1972
CONSTRUCTION SECTION

To: Mr. C. T. Keasey
Construction Engineer
OFFICE

SUBJECT: Asphalt Cement Record Samples
Low Ductility

Test records for asphalt samples tested in 1972 from contract projects have been reviewed. It has been found that record samples from several projects do not consistently comply with specification requirements for ductility. Chevron Asphalt Co., the supplier, and Douglas Oil Co. have been contacted and the situation should be corrected for continued acceptance of their certificate of compliance. Since record samples do not represent a specific quantity of asphalt for penalty assessment and check samples are not normally tested for ductility, it is necessary that back-up check samples be tested for ductility.

All back-up check samples representing asphalt used during a period of time with low ductility as indicated by record samples should be submitted to the laboratory for ductility testing. In a case of one or more low ductility record samples, all back-up check samples obtained following the last record sample in compliance and until the next satisfactory sample should be submitted. This testing should provide documentation for penalty assessment or specification compliance.

The following is a list of projects which our records indicate as having used low ductility asphalt. Asphalt samples from other projects with low ductility should also be submitted for test as outlined above.

1. Jumpoff Joe Creek-Grants Pass Section #7561-
2. Olds Ferry-N. Fork Jacobsen Gulch #7670-
3. Veneta, 5th Street #7759.
4. Richland Inter.-S. Baker Interchange #7539-
5. Bubbs Ranch-Weatherby #7395-
6. Halsey Inter.-Lane Co. Line #7499-
7. Baldook Slough-Richland Inter. #7491-

JEW:eb

cc: A. E. Johnson
C. T. Keasey

JOHN C. JENKINS
Engineer of Materials & Research

By 
J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

RECEIVED
OCT - 1972

FOR FILING **OREGON STATE
HIGHWAY DIVISION**

7670

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **October 3, 1972**

TO

G. L. Green, Acting Division Engineer

~~R. E. Simpson, Division Engineer~~

Federal Highway Administration

Post Office Box 300

Salem, Oregon 97308

**Federal-aid Project
No. I-80N-8(24)354**

FROM

George M. Baldwin

Administrator of Highways

ORIGINAL SIGNED BY

by **R. D. ASBURY**

L. H. Young

Programming Engineer

SUBJECT

Request Change Order Approval

Contract 7670, Extra Work Order No. 7

Project Olds Ferry - North Fork Jacobsen Gulch

Highway Old Oregon Trail

County Malheur

The Order covers uncovering the inlet of an existing 18-inch culvert, construction of a headwall, installation of a metal slide gate, removal of the existing concrete box from the outlet of the culvert and connection to a 6-inch drain line. This work is necessary to perpetuate the spring and catch pond and provide a suitable watering system to supply water.

Attached are copies of letters from the Regional Bridge Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on August 29, 1972.

Your approval as of August 29, 1972 is requested.

JK:pr
Attach.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1972

SUBJECT: Asphalt Cement Record Samples
Low Ductility

To: Mr. C. T. Keasey
Construction Engineer
OFFICE

NOTED
A. E. JOHNSON

Test records for asphalt samples tested in 1972 from contract projects have been reviewed. It has been found that record samples from several projects do not consistently comply with specification requirements for ductility. Chevron Asphalt Co., the supplier, and Douglas Oil Co. have been contacted and the situation should be corrected for continued acceptance of their certificate of compliance. Since record samples do not represent a specific quantity of asphalt for penalty assessment and check samples are not normally tested for ductility, it is necessary that back-up check samples be tested for ductility.

All back-up check samples representing asphalt used during a period of time with low ductility as indicated by record samples should be submitted to the laboratory for ductility testing. In a case of one or more low ductility record samples, all back-up check samples obtained following the last record sample in compliance and until the next satisfactory sample should be submitted. This testing should provide documentation for penalty assessment or specification compliance.

The following is a list of projects which our records indicate as having used low ductility asphalt. Asphalt samples from other projects with low ductility should also be submitted for test as outlined above.

1. Jumpoff Joe Creek-Grants Pass Section #7561.
2. Olds Ferry-N. Fork Jacobsen Gulch #7670.
3. Veneta, 5th Street #7759.
4. Richland Inter.-S. Baker Interchange #7539.
5. Bubbs Ranch-Weatherby #7395.
6. Halsey Inter.-Lane Co. Line #7499.
7. Baldock Slough-Richland Inter. #7491.

RECEIVED
OCT 3 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

JEW:eb

cc: A. E. Johnson
C. T. Keasey

JOHN C. JENKINS
Engineer of Materials & Research

By

J. E. Wilson, Jr.
J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research



**OREGON STATE
HIGHWAY DIVISION**

7670
HIGHWAY BUILDING

SALEM, OREGON • 97310

G. L. Green, Acting Division Engineer

DATE September 26, 1972

TO

XXXXXXXXXXXXXXXXXXXXXXXXXXXX
W. L. Simpson, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURY

FROM

L. H. Young
Programing Engineer

Federal-aid Project
No. I-80N-8(24)354

SUBJECT

Request Change Order Approval

Contract 7670, Extra Work Order No. 6
Project Olds Ferry-N. Fk. Jacobsen Gulch
Highway Old Oregon Trail
County Malheur

This order covers the cost to furnish and install two access hole covers in the headwalls of bents 2 and 3 of the Stage II Construction of Bridge 8083A. This work was not included as part of the contract work.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on August 28, 1972.

Your approval as of August 28, 1972 is requested.

Attach.

BMM:dg

safe

7670

Salem, Oregon
September 1, 1972

Time Certificate of Deposit
Gibbons and Reed Company
Contract No. 7670

Mr. V. E. Skoog
Attn: Clare Palmer
Mr. C. T. Keasey
Attn: John Bond
Mr. L. H. Young
Attn: Vince Gallagher

Attached are copies of a letter and a receipt from the State Treasurer advising of the receipt of a Time Certificate of Deposit in the amount of \$200,000 from Gibbons and Reed Company in lieu of retainage on Contract No. 7670.

We have retained copies for the General Files (filed under the contract number) and in our office under the name of the contractor.

C. W. Head, Secretary

fm
Att.



State of Oregon

Treasury Department
Salem 97310

ROBERT W. STRAUB
State Treasurer

August 25, 1972

Gibbons and Reed Company
825 West 9th North
Post Office Box 2429
Salt Lake City, Utah 84110

Attn: William Wells, Controller

Gentlemen:

Per instructions from the Department of Transportation
State Highway Division, we are enclosing safekeeping
receipt No. 488 dated August 25, 1972, in the amount
of \$200,000.00, Time Certificate of Deposit First
National Bank Salem, Oregon.

This Time Certificate of Deposit is in lieu of retainage
on State Highway Contract 7670.

Very truly yours,

ROBERT W. STRAUB, State Treasurer

By

Merle Crowe, Cashier

MC: kf
ENCL:

cc: Floyd Query, State Highway
cc: Jack Dressler, First National Bank Salem



COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

No 488

SAFEKEEPING RECEIPT

Received for Account of Gibbons and Reed Company

Date August 25, 1972

Address 825 West 9th North
P.O. Box 2429
Salt Lake City, Utah 84110

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit	130757	1	200,000				200,000.00
Dated Aug. 24, 1972 Due Feb. 20, 1973							
First National Bank, Salem, Oregon							
4.875 %							
							200,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7670 Olds Ferry-North Fork Jacobsen Gulch Section of the Old Oregon Trail in Malheur County.
Chapter 746 O.L. 1971

Authority

Countersigned by

SPECIAL INSTRUCTIONS

Cashier

State Treasurer

RECEIVED
3 1972
GON
COMMISSION



RECEIVED

GIBBONS & REED COMPANY

General Office — Salt Lake City, Utah

REPLY TO:

825 WEST 9TH NORTH
POST OFFICE BOX 2429
SALT LAKE CITY, UTAH 84110
TELEPHONE 359-8641

CONTRACTORS



August 22, 1972

7670

First National Bank of Oregon
280 Liberty, N.E.
P. O. Box 2049
Salem, Oregon 97308

Attention: Mr. Jack A. Dressler, Vice President

Subject: First National Bank of Oregon Certificates of Deposit to be provided to the Treasurer of the State of Oregon to be held on deposit in lieu of retainage under Oregon State Highway Division Contract No. 7670 for work on the Olds Ferry-North Fork Jacobsen Gulch Section of the Old Oregon Trail in Malheur County.

Dear Mr. Dressler:

This letter is to confirm and provide further detail with respect to our telephone conversation of August 21st.

Gibbons and Reed Company has a highway contract with the State of Oregon identified above wherein First National Bank of Oregon Certificates of Deposit may be substituted for retained money percentages. As a first installment in funding this deposit account, Gibbons and Reed Company will transmit \$200,000 by wire to your bank through Walker Bank and Trust Company, Salt Lake City on Thursday, August 24, 1972. On receipt, these funds are to be invested in FNBO 4.875% 180 day FNBO certificates of deposit acceptable to the Treasurer, State of Oregon.

Please issue a \$200,000 certificate payable to "The Treasurer, State of Oregon or Gibbons and Reed Company." Deliver the certificate by hand to the State Treasurer, Capitol Building, Salem, Oregon 97310. Return a receipt for the securities to Gibbons and Reed Company, P. O. Box 2429, Salt Lake City, Utah 84110, Attention: William A. Wells, Controller.

Please advise us as to the rates and terms for a new certificate in advance of the maturity date of the present certificate so that continuity of the investment can be maintained. Interest at maturity is to be paid to Gibbons and Reed Company at the Salt Lake address shown in the preceding paragraph.

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

Cec

First National Bank of Oregon

-2-

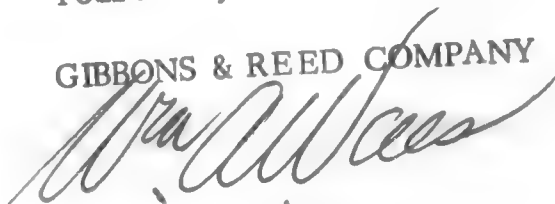
August 22, 1972

If there are any questions please call collect to William A. Wells. 801-359-8641, Salt Lake City. It appears that any question to the State should be directed to Mr. Floyd Query, Secretary, Oregon State Highway Commission, Highway Building, Salem, Oregon 97310.

Thank you for your kind assistance.

Yours very truly,

GIBBONS & REED COMPANY



William A. Wells
Controller

Copies:

State Treasurer, Capitol Building, Salem, Oregon 97310

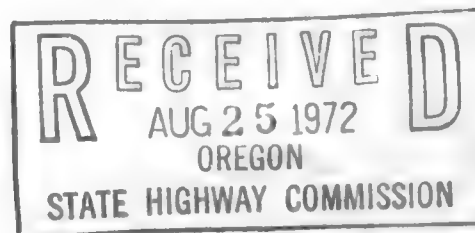
Mr. Dale Hiatt, Resident Engineer,
Oregon State Highway, Highway Commission,
P. O. Box 702, Ontario, Oregon 97714

Mr. C. T. Keasey, Construction Engineer, Salem, Oregon

✓ Mr. Floyd Query, Secretary, Oregon State Highway Commission,
Highway Building, Salem, Oregon 97310

Mr. Robert Westermann, Gibbons & Reed Company, Portland

Mr. Lloyd Hyde, Gibbons and Reed Company, Huntington, Oregon



RECEIVED
JUN 5 - 1972
FORM 6-70 (REV. 10-70)
FOR FILING

7670

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1972

SUBJECT:

To:

Dale Hiatt
Resident Engineer
P. O. Box 702
Ontario, OR 97914

Contract No. 7670
Olds Ferry-N. Fork Jacobsen Gulch
Old Oregon Trail Highway (I-80N)
Malheur County

Friday morning, May 26, I discussed by telephone with Mr. C. O. Frederickson the Class 700 Rip Rap called for placement along the Olds Ferry Interchange embankment in contact with the Brownlee Pool (Stations "WB" 187 + 00 to 192 + 50 and "WA" 199 + 00 to 224 + 00). His concern was that the material being selected for this service averages 148 pounds per cubic foot instead of the minimum 150 pounds per cubic foot specified in Section 714 (1970 Standard Specifications). He indicated that the material had passed the durability, degradation, and other physical tests and, for all practical purposes, it is satisfactory for use with the exception of the slightly lower unit weight.

In responding to his concern, I indicated to him that the slight difference in the unit weight of the material would not alter the effectiveness of the protection that the rip rap is intended to provide as long as it meets the physical tests mentioned above, and proper placement is made. From the hydraulic characteristics of the Brownlee Pool, it would appear that there would be no problem.

It is my conclusion that the material can be used and that the slight difference in the unit weight should not be a cause for concern.

Robert E. Royer
Planning Engineer

by

W. H. Tebeau
Assistant Planning Engineer



WHT:ap

cc: A. E. Johnson
Carroll Keasey
W. E. Schwartz

NOTED
A. E. JOHNSON

05010101
JUN 30 1972

FOR FILING

STATE COPY

FORM PR-33B CC: OSHD (A E Johnson)		U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS CST	
Region Wash DC Engr Coord		CONSTRUCTION INSPECTION REPORT (PPM 20-6.1)	
(Check appropriate box) ☐ Contact		☒ Project Stage Inspection	
☐ Final Inspection			
Region No. 10	Report No. 4	County Malheur	Division Oregon
Date of Inspection May 25, 1972	Inspection Made By R. A. Nichols, Area Engineer		Project No. I-80N-8(24)35'
In Company With C. D. Hiatt, Res Engr, OSHD; Crawford Jencks, Highway Engineer Trainee, FHWA.			
Quality of Work Satisfactory		Progress of Work Satisfactory	Time Elapsed 11 % Work Completed 31 %
Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.			
(*Not applicable for all Contracts.)			
OLDS FERRY-N. FORK JACOBSEN GULCH SECTION		JUN 27 1972	
OLD OREGON TRAIL HIGHWAY			
Grading, Paving, Structures and Signing		REGIONAL OFFICE	
During this inspection we were primarily interested in two phases, the grading work and the EEO compliance. So the other phases of the contract requirements will not be mentioned other than to say they were satisfactory. The quality of the grading work by the contractor and the control by the resident were both very good. Some of the items noted while inspecting this phase were: 1. The embankment was being placed in thin lifts (6" to 1') 2. A grader was working the embankment so that the hauling equipment split their tracks. Although there was a compactor in the fill, this method of operation aided in getting uniform compaction. 3. Water was being pumped close to the embankment being constructed from a location in the Snake River several miles away from the embankment. This enabled the contractor to maintain adequate moisture in the fill material. 4. The compaction test reports indicate the moisture was at or very near the optimum moisture content. Even though, the optimum content was very high, up to 71% wet weight. 5. The compaction records indicate that specified compaction was being attained. They also show that the specified compaction was being attained on the natural ground and throughout the embankments. 6. The frequency rate for compaction tests was one test per 1,640 yds. of embankment, well above the one test per 2,000-4,000 tons recommended in the State's inspector's manual. 7. The resident said that a representative from the Oregon Regional office visited the project about twice a month. During these visits he generally checked on the project control of the major phases of 6-29-72 (more)			

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

cc
Al - Young

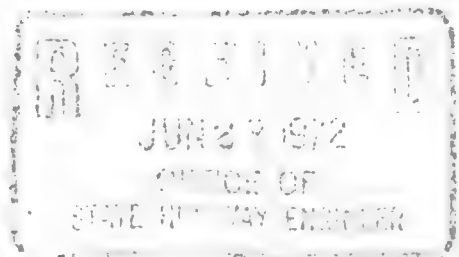
I-80N-8(24)354

work in progress. However, there was only one report in the project files of a record test on density.

8. The writer observed the sampling and testing procedure of Mr. Michael Kieffer, the density inspector. Mr. Kieffer seemed to be very knowledgeable about his work and performed his test very well.

The items noted concerning EEO requirements were:

1. The April EEO report indicated Gibbons & Reed Contractors had 91 people assigned to the project, 6 of whom were members of the minority races. Two American Indians were equipment operators, one Spanish-American was a trainee carpenter. Three Spanish-Americans were trainee laborers.
2. There was an approved copy of the trainee program in the project office.
3. The contractor submits certified copies of payrolls covering the trainees to the resident engineer's office.
4. There was a special diary in the project office in which interviews of the trainees by State personnel are recorded.
5. The resident stated that he did not know of any written notice to the trainee telling the trainee about his training program. But he said during their interviews it was evident that the trainees did know what they were supposed to do during the various phases of the program.
6. There was a daily record of the work performed by trainees in the State project office.
7. The information on their cards is summarized so the resident knows how many hours each trainee has worked on each phase of his program.



RECEIVED

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

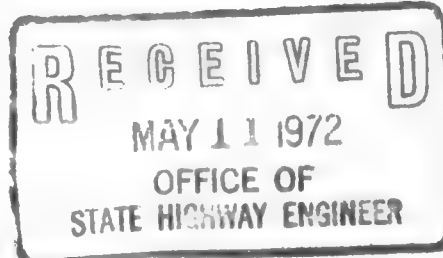
May 11, 1972
Salem, Oregon

DATE

TO W. E. Schwartz, Regional Engineer
Attention: Alfred Shirley, Jr.

FROM

C. T. Keasey
Construction Engineer



SUBJECT Substitution of Granular Quicklime (CaO) for
Hydrated Lime (Ca(OH)₂)
Olds Ferry-N. Fork Jacobsen Gulch Section
Old Oregon Trail Highway
Contract No. 7670

Since receipt of your May 4, 1972 letter transmitting the contractor's request on the subject project to substitute quicklime (CaO) for the specified hydrated lime (Ca(OH)₂), we have done considerable research in the use of this material for soil stabilization. We find that its use has been avoided by most agencies in the past because of the caustic properties of this material and the accompanying hazards of use.

However, the development of granular and pelletized forms of quicklime has reduced the danger of burns from the quicklime dust and experiments in its use have been quite successful, and, in some cases, reportedly better than with hydrated lime.

The only danger in using quicklime is its caustic quality and all personnel working with or around it must wear protective clothing and observe strict safety precautions. I suggest that if you elect to use this material, a small demonstration be set up for your personnel to show the rather violent reaction of quicklime with water and the resultant heat of hydration. Once this hydration or "slaking" process is completed, the end product is hydrated lime, identical to the material specified for use in lime treatment which you have been using.

There are several minor changes in quantities and procedures which must be made if results are to be comparable between treatment with quicklime and hydrated lime. These are as follows:

1. Quicklime is a more concentrated form of "lime". Specified quantities of hydrated lime should be reduced by 24 percent to achieve equivalent results.

NOTED
E. S. HUNTER

Mr. W. E. Schwartz

May 11, 1972

Page 2

2. To insure thorough mixing, the gradation of the granular quicklime should be such that all the material will pass a standard #4 sieve. However, because of the hazard of caustic burns from dust, the material passing the #100 and #200 sieves should be kept to a minimum.
3. More moisture is required in the soil when using quicklime due to several reasons:
 - (a) Additional moisture required for hydration of the quicklime.
 - (b) Additional moisture required to overcome evaporation due to heat developed in the hydration process
 - (c) Possible increase in the optimum moisture of the soil.

The required moisture can be determined by the development of Proctor curves for the specific soils.

4. There is a required loose curing period necessary when granular or pelletized quicklime is used in order to allow time for the "slaking" or hydration process to occur in the soil. Also, quicklime expands on hydration and if the soil mixture is compacted immediately following mixing, popouts will probably occur. A 24-hour period is apparently satisfactory

I am sending you for your information copies of a California Highway Research Report and copies of articles reprinted and distributed by the National Lime Association.

With this data in mind, you may proceed to develop appropriate specifications for the substitution of quicklime for hydrated lime on this project and negotiate a change order to cover the altered work.

Please prepare a report on the completion of the work. This should include safety precautions taken, cost and availability of material, mixing procedures, soil moisture requirements, apparent effectiveness of treatment, et cetera.

CTK:fw

Attach.

cc: A. E. Johnson
E. S. Hunter
J. E. Wilson
H. S. Coulter
L. W. Rulien

J. B. Boyd
J. H. Versteeg
J. F. Rutnam

C.T. Keasey

HIGHWAY RESEARCH REPORT

THE RELATIVE STABILIZING EFFECT OF VARIOUS LIMES ON CLAYEY SOILS

NOTED
J.E. WILSON

NOTED
J.E. WILSON

STATE OF CALIFORNIA

BUSINESS AND TRANSPORTATION AGENCY

DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

MATERIALS AND RESEARCH DEPARTMENT

RESEARCH REPORT

NO. M & R 633101

DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
MATERIALS AND RESEARCH DEPARTMENT
5900 FOLSOM BLVD., SACRAMENTO 95819



Final Report
M&R 633101
September 1971

Mr. J. A. Legarra
State Highway Engineer

Dear Sir:

Submitted herewith is a research report titled:

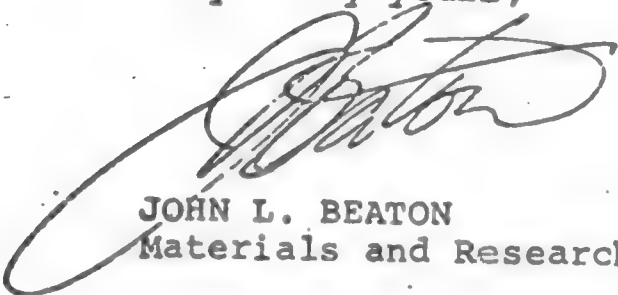
THE RELATIVE STABILIZING EFFECT
OF VARIOUS LIMES ON CLAYEY SOILS

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Very truly yours,


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ABSTRACT: The relative stabilizing effects of two hydrated limes
and three quicklimes from various commercial producers are discussed.
The effects of variations in lime gradation and calcium hydroxide
content on the unconfined compressive strength of three different
soils are presented. Correlations are also established between
lime gradation and compactability, between specimen density and
compressive strength.

KEY WORDS: Lime, soil lime mixtures, stabilization, soil stabili-
zation, compaction, compaction curves, density, moisture content,
compressive strength.

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INTRODUCTION

The use of lime stabilized soil in highway construction has increased rapidly in California during the last decade. Because of increased usage, many advancements have been made in the distribution and mixing equipment. Lime was spread by hand on California's first experimental lime treatment project in 1921. Since that time, various types of distributors, ranging from drag spreader boxes to electronically controlled rotary vane distributors, have been developed and used. Mixing has advanced from "thorough mixing" with discs and harrows to well controlled mixing with high speed rotary mixers. Concurrently, specifications have been developed by the California Division of Highways to control the major phases of the work.

During this advancement period, however, very little change has been made in the requirements on the lime itself. In 1959 California specified a minimum calcium hydroxide content of 85 percent for hydrated lime used in stabilization work. This requirement was reduced to 75 percent in 1961 and then increased again to 85 percent in 1968. The fineness specifications, requiring that not more than 3 percent of the lime be coarser than the #30 sieve and not more than 14 percent coarser than the #200 sieve, were adopted in 1968.

Several lime products, other than finely ground hydrated lime, are commercially available in California today. Although possibly quite effective for soil stabilization, the use of these products is prohibited by the current California Standard Specifications. The objective of this study was to evaluate the relative stabilizing effects of a variety of lime products and to establish a basis for revising existing specifications. The approval of a greater variety of lime products should result in economic savings through increased competition and a more readily available supply of lime.

It is generally accepted that the reaction between a lime and a soil takes place in two distinct phases. The first phase is an immediate reduction in plasticity, presumably the result of a base-exchange and flocculation which occurs when the strong calcium cations of the lime replace the weaker metallic ions on the surface of the clay particles. The R-value test, which effectively measures the shear strength of plastic and granular soils, provides a good indication of the effectiveness of this first phase of the reaction.

The second phase of the reaction, however, is a time dependent gain in strength through interparticle cementation. Because the R-value test is not designed to measure strength gain due to cementing, it was decided to compare the relative stabilizing effects of the various limes using an unconfined compressive

strength test. One primary advantage of a compression test is the relatively unlimited range in strength which can be measured. The test procedure adopted for the research included the preparation of specimens of treated soil at densities and moisture contents similar to that expected in the field. An accelerated high temperature curing technique was employed. Other researchers (1,2) had indicated that this method would yield strengths in 3 days comparable to that achieved in 3 to 4 months of field curing.

A more detailed description of the testing procedure is included in the discussion.

Soils from three areas of California were treated with varying amounts of five different lime products. These soils represent material from areas where lime treatment has been considered, and the limes represent products available from the three primary producers in California.

CONCLUSIONS AND RECOMMENDATIONS

1. Quicklime was found to be generally more effective than hydrated lime for improving the compressive strength of soils, when compared on an equal percentage by weight basis. The primary reason is the greater calcium hydroxide potential of quicklime. The quicklimes included in this study had an equivalence of approximately 50 percent more calcium hydroxide than that represented by the same weight of the hydrated limes.

It is recommended that the California Standard Specifications be revised to permit the use of quicklime for soil stabilization.

2. A fineness of hydrated lime of more than 75 percent passing the #200 sieve does not appear to increase its effectiveness in soil stabilization. It is, therefore, recommended that the fineness requirements for hydrated lime be revised to allow up to 25 percent to be retained on a #200 sieve.

In conjunction with this suggested change in fineness requirements, it is also recommended that an arbitrary wash sieving time of 15 minutes be required for all hydrated lime samples. This last recommendation is due to the fact that the apparent amount of lime finer than a #200 sieve is dependent on wash sieving time. (AASHTO Designation T219-66 I leaves the actual washing time entirely to operator judgement.)

3. At lime contents above 2 percent, higher compressive strengths are obtained with the coarser quicklime products than with those ground excessively fine. This is apparently due to the effect the fine limes have of reducing the compactibility of the treated soil. The resulting lower densities of test specimens, and lesser strength, offset the benefits which would otherwise be expected from use of the finer limes.

It is recommended that the specifications be written to allow the use of quicklime in a crushed or granular form.

4. A loose curing period for soils treated with quicklime is required to prevent expansion and pop-outs caused by hydration of the lime. A 24 hour period is satisfactory.

5. There is approximately a 6 percent difference in the optimum moisture contents determined by the California impact test (Test Method No. Calif. 216) and the kneading compactor. Since the kneading compactor closely duplicates normal field compaction, it is concluded that optimum field moisture contents may be estimated from moisture-density curves determined with the California kneading compactor.

6. Slippage or compaction planes are easily formed in lime treated soils. Consequently, it is desirable that the material be compacted in layers of maximum thickness, providing that the desired density is obtained.

DISCUSSION

Background

Lime treatment has been used by the California Division of Highways since the late 1940's as a means of improving the quality of base and subbase materials. A wide variety of soil and aggregate types, ranging from heavy clays to decomposed granite, and aggregates contaminated with plastic fines, have been lime treated with apparent success for use in the structural section.

Beginning with an experimental project in 1964, California has also used lime to treat expansive soils under major freeways paved with portland cement concrete. Because the California design procedure takes into account the potential expansion of basement soils, structural sections up to four feet thick are often required due to this factor. Lime treatment of the upper portion of the expansive basement soils, however, has made it possible in these instances to substantially reduce structural section thicknesses. Treatment with lime not only eliminates the expansion potential of the treated material, but is also considered to create a moisture barrier to underlying untreated soils.

As a result of these successful applications of lime in California highway construction, the use of lime increased rapidly during the middle and late 1960's. Since 1967 more than 225 lane miles of California highways have included lime treated materials.

Some of the early stabilization was attempted with hydrated "agricultural" lime or waste lime by-products from some other

manufacturing process. There was very little control on the quality of lime during the initial stages of development of lime stabilization, but as knowledge and experience increased, the need for such provisions became evident.

The first specific control over the quality of lime used by the State of California was a requirement for the calcium hydroxide content. Beginning in 1959 a minimum calcium hydroxide content of 85 percent was specified in the Special Provisions for lime treatment projects under the control of the California Division of Highways. In 1961 the calcium hydroxide requirement was reduced to 75 percent to take advantage of what appeared to be potential cost savings from the use of lower grade limestone.

As the use of lime increased, the manufacturing processes and/or materials sources improved, and in 1968 the calcium hydroxide content requirement was again set at 85 percent minimum in accordance with proposed requirements for Type I, Grade B lime set forth in AASHTO Designation M216-68I. At the same time the fineness requirements that not more than 3 percent be retained on the No. 30 sieve and not more than 14 percent be retained on the No. 200 sieve, were also adopted from the proposed AASHTO specifications.

The requirements for lime treatment were first included in the California Standard Specifications in 1969, and described the use of a commercial, dry, hydrated lime conforming to the calcium hydroxide and fineness requirements noted above. These requirements remain unchanged in the current 1971 Standard Specifications. Quicklime is not included as a stabilizing agent in these standards.

Both hydrated lime and quicklime which do not meet the present California grading requirements are commercially available. Some of these, however, have been used with apparent success by a few counties within California.

As a consequence, it was decided to reevaluate the relative stabilizing capacities of various limes on clayey soils. The effects of lime gradation, and the comparison of quicklime with hydrated lime were to be the main objects of the study. It was proposed that representative clayey soils be treated with varying amounts of the limes. The treated soils were to undergo an accelerated curing period prior to determining their unconfined compressive strengths.

Materials

Three soils, representing areas within the Sacramento and San Joaquin Valleys where extensive lime stabilization work has been done, or is being planned, were selected for this study. One soil,

which will be referred to as Soil No. 1 throughout the remainder of the discussion, was obtained from the southwest portion of Tulare County along Route 43 south of Corcoran. The second soil, Soil No. 2, was obtained from the embankment material used on Interstate Route 5 through the City of Stockton. The third soil, Soil No. 3, was obtained from the vicinity of the Sacramento Metropolitan Airport where extensive lime stabilization work has been done on Interstate Routes 5 and 880.

Laboratory quality and identification tests were performed on each of the untreated soils. These tests (3) included mechanical analysis, resistance (R-value) by the stabilometer, resistance (R-value) by expansion pressure, sand equivalent value, plasticity index and classification of the mineral content of each by x-ray diffraction and differential thermal analysis. The results of these tests are presented for comparison in Table 1.

The three soils were very similar in some of their physical properties. The plasticity index was nearly identical for all three; however, both the liquid limit and the plastic limit were somewhat higher for Soil No. 3 than for Soils No. 1 and No. 2.

Based on the low sand equivalent test values, each of the materials had a high concentration of clay sized particles. The sieve analyses showed that Soil No. 1 had a relatively higher proportion of sand, as determined by the amount of material retained on the #200 sieve. Soil No. 3 had a greater proportion of clay sized material as determined by the amount of material smaller than the 5 micron size. Soil No. 2 was more or less in the middle in regard to particle size distribution.

There were only relatively small differences between the soils when comparing the resistance (R-value) by the stabilometer method, but when compared by resistance (R-value) by expansion pressure there were large differences. The R-value by stabilometer is a measure of a material's capacity to support a load, without lateral deformation, while in a saturated condition. The R-value by expansion, on the other hand, is a measure of the expansion pressures which can develop as a compacted material is subjected to additional water. The 84 R-value by expansion, recorded for Soil No. 1, indicates that this material has very little potential for expansion. The expansion R-value of 12 on sample No. 3 shows that this material could produce high expansion pressures.

Five limes were obtained from the three major lime producers in California. Two of these were hydrated limes representing that currently being used in construction on California highways. The other three were quicklimes representing various types of quicklime which are commercially available. Sieve analyses were determined for the limes and are listed in Table 2.

Table 1

SOIL DATA

	Soil No. 1	Soil No. 2	Soil No. 3
Partical Size			
% passing #4 sieve	99	96	98
" #30 "	98	95	96
" #50 "	97	94	95
" #100 "	90	91	95
" #200 "	75	85	94
5 μ (hydrometer)	42	46	60
1 μ "	23	28	28
R-value by Exudation	13	23	20
R-value by Expansion	84	34	12
Sand Equivalent	2	2	4
Liquid Limit	38	39	49
Plastic Limit	20	19	30
Plasticity Index	18	20	19
Minerals Present (percent) *			
Quartz	20-25	25	25
Feldspar	15-20	20-25	10-15
Montmorillonite	15-20	10	10-15
Chlorite	<5	5	15
Organic	5	5	5-10
Iron Oxide			5-10
Iron	5		10
Amorphous			5
Mica	<5		
Biotile		5-10	
Hornblende		5	
Geothite	5	5	
Halloysite		5	
Calcite	5		
Amphibole	<5		
Asbestos	1-2		
Others	5	5	5

*Estimated on the basis of x-ray diffraction and DTA data.

Table 2

PARTICLE SIZE ANALYSIS

Percent Passing (Sieve)	Hydrated Lime		Quicklime		
	A	B	C	D	E
#4					100
#8			100		95
#16			83		82
#30	99	98	49	100	62
#50			12	99	43
#100			3	90	28
#200	92	76	1	34	12

The sieve analyses of the hydrated limes were determined in accordance with AASHTO Designation T219-66I. This test procedure requires washing a representative portion of the lime over the #30 and #200 sieves until the water passing through the sieve is clear. Ten to twelve minutes of washing was required to achieve this end point for each of the two hydrated limes. The data listed in Table 2 show that there is a measurable difference in the fineness of the two hydrated limes. Hydrated Lime A, with 92 percent passing the #200 sieve, meets the current grading requirements while Hydrated Lime B, with only 76 percent passing the #200 sieve, does not.

It should be pointed out, however, that not all organizations involved in the processing and testing of lime are in agreement in the interpretation of the end point of this test. In addition to requiring that the washing continue until the water passing through the sieve is clear, the AASHTO procedure further states that if milkiness persists, the washing operation may be continued up to a maximum of 30 minutes. This has been interpreted by some to mean that any particles visible in the clear water authorizes additional washing. This interpretation greatly increases the washing effort and decreases the amount of coarse particles retained on the sieves. When these two limes were washed for the full 30 minutes the amount of material passing the #200 sieve was increased to 97 and 92 percent, respectively, for Limes A and B.

The sieve analyses of the quicklimes were determined by dry sieving. Two-hundred gram samples were sieved through nested eight inch diameter screens using a mechanical sieve shaker and a ten minute shaking time.

The particle size distributions, determined for the three quicklimes, were totally different from one another. These differences were due to the manufacturing processes used by the various lime producers and consequently a product supplied by one producer is not necessarily reproducible by others. Quicklime C, referred to in this report as a granular quicklime, has a sizing and texture attributed to the properties of the particular limerock, as well as the processing used by the producer. Quicklime D was pulverized as a part of the manufacturing process in order to produce a finely ground product. Quicklime E was an unfinished product in that it was obtained from the processing plant before being subjected to final pulverization.

Calcium hydroxide contents, Ca(OH)_2 , were determined for each lime using Test Method No. Calif. 414. This California method is a modification of ASTM Designation: C 25. Calcium oxide, CaO , equivalents were determined from the calcium hydroxide contents by using a conversion ratio of 1.32:1.00 which is in accordance

with definitions in ASTM Designation: C 25. Both the calcium hydroxide and calcium oxide contents indicate the amount of lime available for reaction in the treatment of a soil. The percentages of Ca(OH)_2 and CaO , shown in Table 3, are relative based on initial equal amounts of lime, by weight.

Table 3

APPROXIMATE CHEMICAL ANALYSIS
(percent by weight)

Properties	Hydrated Lime		Quicklime		
	A	B	C	D	E
CaO	65	64	95	93	93
Ca(OH) ₂	86	85	125*	123*	123*

*Percent Ca(OH)_2 after hydration of quicklime.

Testing

The objective of the testing program was to provide data for comparing the relative stabilizing capacities of the various limes on different soils.

The following mixing and compacting procedures were adopted in order to prepare the test specimens in such a manner that their condition would correspond to materials treated and placed under normal field conditions. The California kneading compactor, as used in Test Method No. Calif. 301, was used for laboratory compaction since the compactive action and the resulting densities are similar to that achieved during highway construction.

The soils were dried and processed until all material, other than rock, passed the #4 sieve.

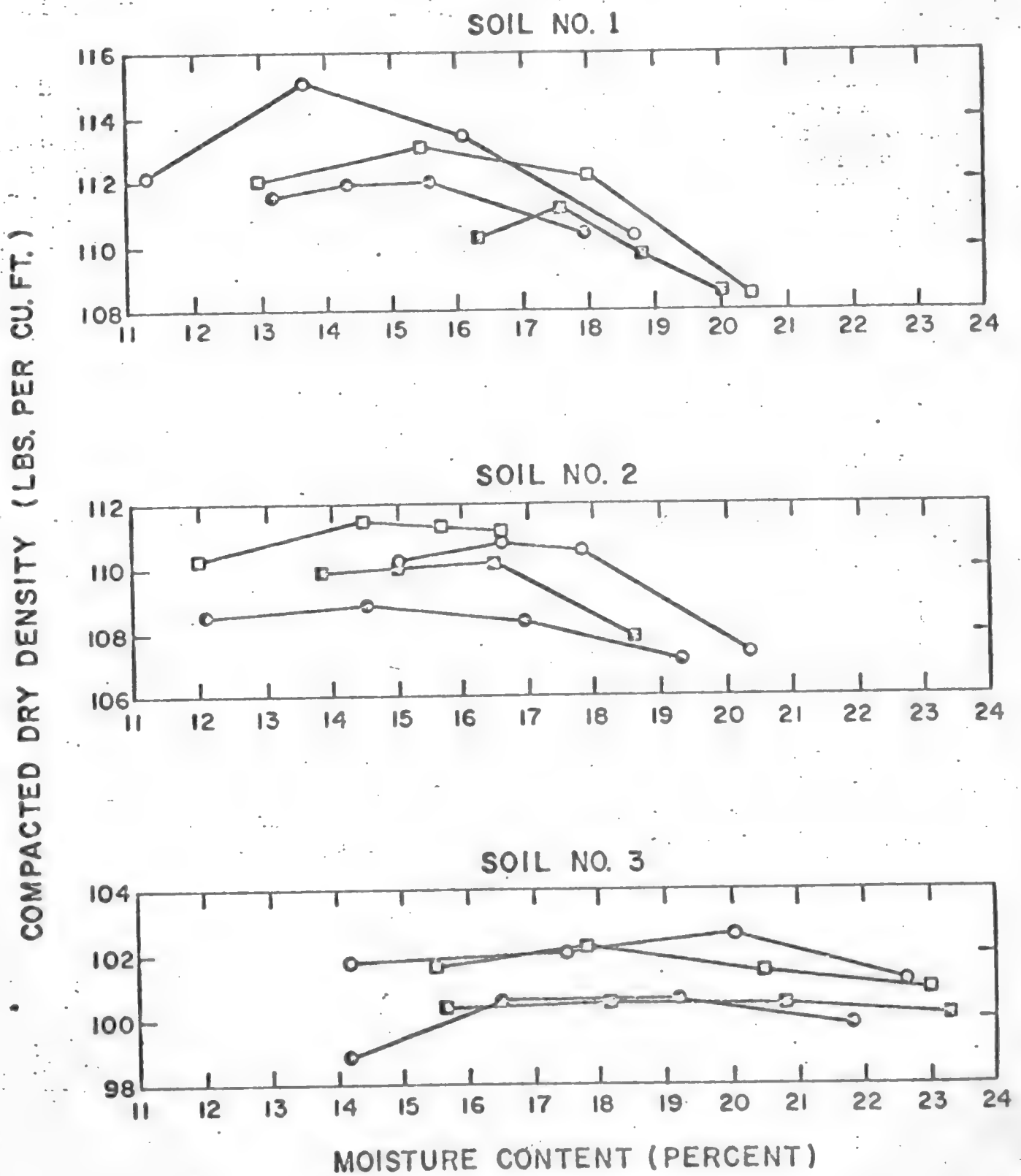
Measured amounts, by weight, of the soil, lime and water were thoroughly blended together using a mixing bowl, trowel and water metering burette. The soil and lime were combined first to aid in distribution of the lime and then the entire predetermined volume of water was blended in. Care was taken during mixing to avoid crushing or breaking up lumps of lime which would normally not be broken up by construction procedures.

The amount of water added to the test specimens was predetermined on the basis of moisture-density curves established in accordance with Test Method No. Calif. 216. Separate curves were established for each soil when treated with hydrated lime and quicklime because of the difference in water demands between the two types of lime. These moisture-density determinations are plotted in Figure 1.

Figure 1

MOISTURE - DENSITY CURVES (LIME TREATED SOILS)

- Hydrated Lime (1½%)
- Hydrated Lime (3%)
- - Quicklime (1½%)
- - Quicklime (3%)



The curves indicate that in most cases small variations in moisture content are not critical to the density of the compacted material. With some soil-lime combinations, the moisture content varied by as much as 8 percent without changing the compacted dry density by more than one pound per cubic foot. This broad range made it possible to select a single moisture content which could be used for a given soil even though the amount of lime varied.

After blending the soil, lime and water, the mixture was placed in an airtight container and allowed to loose cure for approximately 24 hours. This time corresponds to a practical minimum field curing period for most projects.

Following the loose curing period, the mixture was compacted into 4 inch diameter by 4 inch high tin liners using the kneading compactor. Compaction was applied at a foot pressure of 250 psi as the material was placed in the mold in 20 equal increments, and then continued for 100 load applications at a foot pressure of 350 psi after all of the material was introduced. A final static pressure of 350 psi was applied over the surface area to level and smooth the surface. This compactive procedure resulted in densities equal to approximately 95 percent of the maximum density obtain by Test Method No. Calif. 216.

Curing of the compacted test specimens was accomplished in two phases. With the compacted specimens still in the tin liners, the ends were capped and sealed with tape and then placed in a 110°F oven for seven days. A review of work by other researchers (1,2) indicated that increased curing temperatures would provide, in a few days, the same strengths that would be gained after several months under field conditions. Based on available data it was estimated that the seven day curing at 110°F would be approximately equal to three months in the road. Roadway structural sections, however, are normally subject to saturation after a period of time. To compensate for this normal exposure to water the curing cycle was completed by removing the tin liners and burying the specimens in a confined, saturated sand for 21 days.

Following the curing phase the ends of the specimens were capped with plaster of paris to provide a smooth bearing surface and then loaded to failure in the compression testing machine. The compressive load was applied at the rate of 0.05 inch per minute.

Data Evaluation

The data accumulated from the described testing program are recorded in Table 4. The values shown for dry density and unconfined compressive strength are the averages of replicate test specimens. In most cases it is the average of three tests, but because of an insufficient quantity of Soil No. 2, the values shown for Soil No. 2

Table 4
EFFECT OF LIME

Soil #1					Soil #2					Soil #3				
Lime*	(1) % Lime	(2) % H ₂ O	Dry Density lbs/cu.ft.	Unconfined Compressive Strength-psi	(1) % Lime	(2) % H ₂ O	Dry Density lbs/cu.ft.	Unconfined Compressive Strength-psi	(1) % Lime	(2) % H ₂ O	Dry Density lbs/cu.ft.	Unconfined Compressive Strength-psi		
H-A	1	16.5	109	95	1	16.6	106	30	1	19.9	99	32		
H-A	2	16.3	106	312	2	16.5	103	87	2	19.7	96	102		
H-A	3	16.1	105	507	3	16.4	101	120	3	19.6	95	131		
H-A	4	16.0	105	497	4	16.3	101	128	4	19.4	94	118		
H-B	1	16.5	110	126	1	16.6	105	23	1	19.9	99	37		
H-B	2	16.3	107	360	2	16.5	102	.79	2	19.7	96	114		
H-B	3	16.1	105	508	3	16.4	101	100	3	19.6	95	131		
H-B	4	16.0	103	450	4	16.3	100	117	4	19.4	94	118		
Q-C	1	18.2	111	233	1	17.6	108	94	1	20.0	99	60		
Q-C	2	18.1	110	458	2	17.5	105	222	2	19.8	98	181		
Q-C	3	17.9	109	531	3	17.3	102	227	3	19.6	96	194		
Q-C	4	17.8	106	486	4	17.2	100	219	4	19.5	93	177		
Q-D	1	18.2	109	181	1	16.7	106	65	1	20.0	97	54		
Q-D	2	18.1	104	504	2	16.6	102	122	2	19.8	94	122		
Q-D	3	17.9	101	480	3	16.5	100	159	3	19.6	94	114		
Q-D	4	17.8	102	425	4	16.4	99	178	4	19.5	92	113		
Q-E	1	18.2	111	142	1	---	---	---	1	20.0	99	59		
Q-E	2	18.1	107	477	2	15.8	104	165	2	19.8	96	157		
Q-E	3	17.9	103	514	3	17.3	101	175	3	19.6	94	157		
Q-E	4	17.8	101	463	4	17.2	99	178	4	19.5	92	137		

(1) Percent lime is based on dry weight of soil.
(2) Percent moisture is based on dry weight of soil and lime.

*H-A Hydrated Lime A (fine)
H-B Hydrated Lime B (fine)
Q-C Quicklime C (Granular)
Q-D Quicklime D (Fine)
Q-E Quicklime E (Not Pulverized)

when treated with Quicklime D represent single test values. To simplify the presentation of the test results, the compressive strengths are plotted against the respective lime contents in Figure 2. Several basic relationships were observed from this plotted data and are considered in the following discussion.

A considerable difference in the effect that lime has on various soils was immediately obvious. Soil No. 1 gained unconfined compressive strengths in excess of 500 pounds per square inch while soils No. 2 and No. 3 attained maximum strengths of 230 and 190 psi, respectively. Although these differences are noted it was not within the scope of this study to determine the factors responsible.

Aside from the large difference in maximum strengths, there were also distinct differences in the pattern of strength gain in relation to the amount and type of lime used for stabilization.

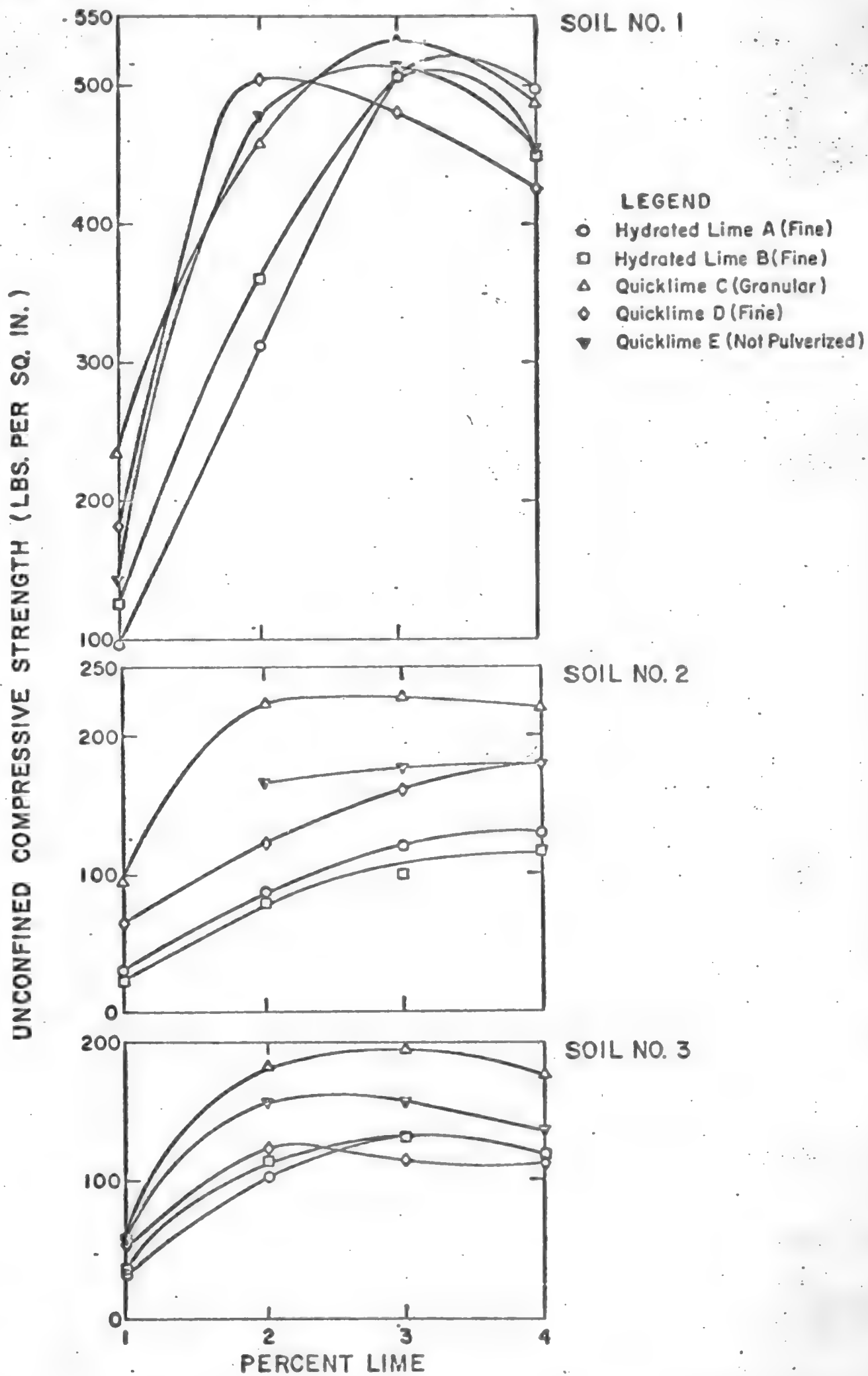
One phenomenon made evident by the plotted data was the reduction in strength as the lime content was increased above an optimum amount. This was particularly evident in tests on Soil No. 1. Evidence will be presented later which indicates that this may be primarily due to decreases in the compacted dry density of the test specimens. However, it is acknowledged that the apparent optimum lime content increases with longer curing periods before testing (4).

The compressive strength tests indicated only insignificant differences in the stabilizing effects of the two hydrated limes. The principal difference observed in characteristics between Hydrated Limes A and B was the amount passing the #200 sieve. As shown in Table 2, 92 percent of Hydrated Lime A passed the #200 sieve while 76 percent of Hydrated Lime B passed the #200 sieve. Since no significant difference in stabilizing effect accompanied these variations in grading, it was concluded that the present grading requirements are more restrictive than necessary.

In general, each of the quicklimes was more effective than the hydrated limes when compared on an equal weight basis. Soil No. 1 ultimately reached approximately the same maximum strength with each of the five limes; however, 3 percent of the hydrated limes was required to achieve the same maximum strength achieved with 2 percent of the quicklimes. Soils No. 2 and No. 3 never gained the same maximum strengths with hydrated lime as were with quicklime. On the other hand, there was considerably more variation in compressive strengths between soil specimens treated with the different quicklimes than was found using the two hydrated limes.

Figure 2

PERCENT LIME VS COMPRESSIVE STRENGTH



The most apparent reason for the difference in compressive strengths between test specimens treated with quicklime and those treated with hydrated lime, was the higher proportions of calcium hydroxide available from the quicklime. As shown in Table 3 each of the quicklimes contained nearly 50 percent more calcium hydroxide than an equal amount, by weight, of the hydrated limes. In order to compare the two types of lime on an equal basis the calcium hydroxide content of the test specimens was calculated as a percentage of the dry weight of the soil sample. This was done by multiplying the calcium hydroxide content of the lime by the percent of lime which had been added to the soil.

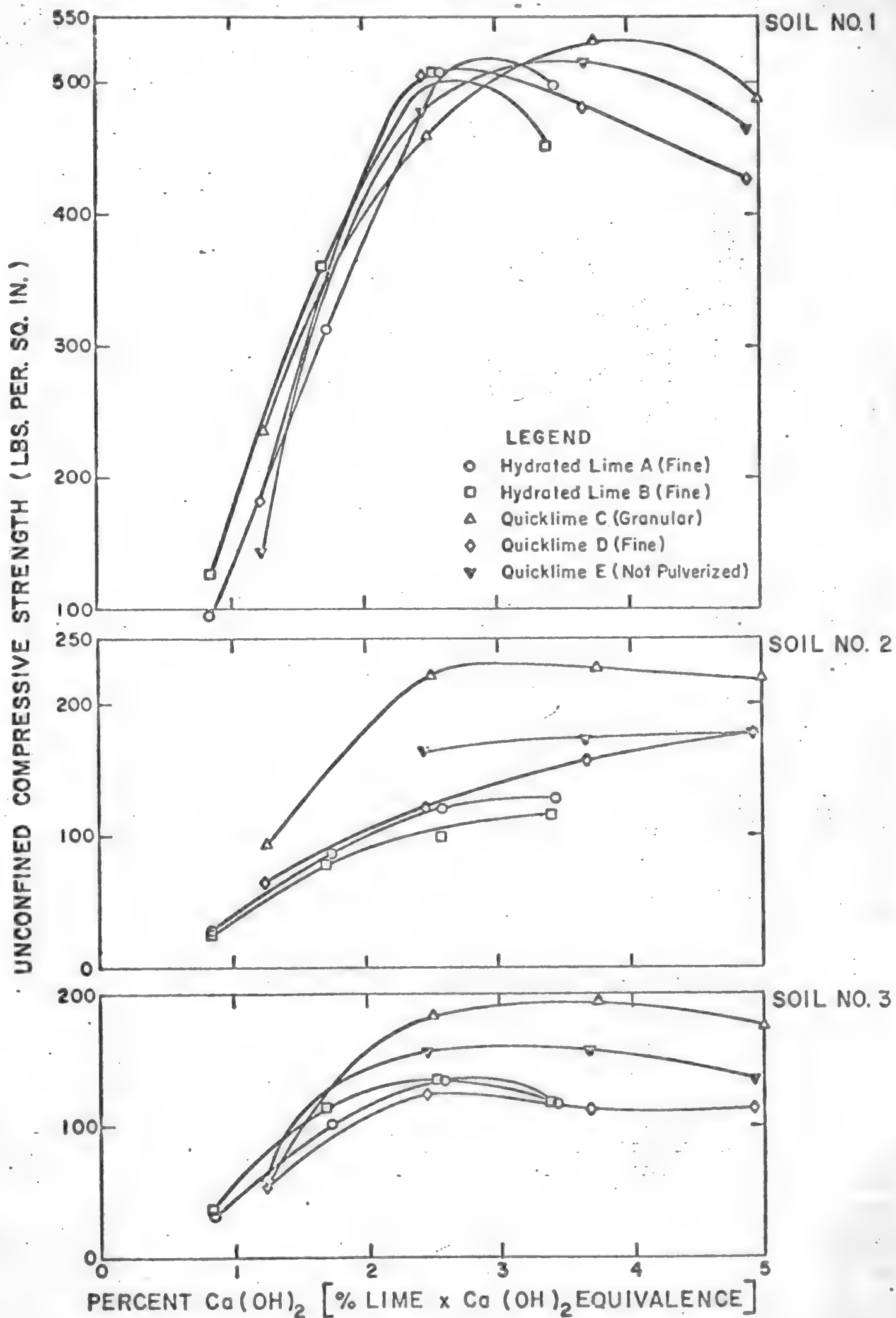
The compressive strengths versus lime contents data were replotted in Figure 3 on the basis of final Ca(OH)_2 content. When plotted in this way much better correlation was found between specimens of Soil No. 1 treated with the different limes. This data now shows that this soil responded comparably with each of the limes. Both the maximum strength and the rate of strength increase, as related to lime content, were essentially the same regardless of the lime used.

Figure 3 also shows an improved correlation in test results between the finely ground Quicklime D and the hydrated limes for both Soils No. 2 and No. 3. There was still, however, a considerable difference in strengths when the coarser quicklimes were used. Obviously the amount of available calcium hydroxide is not the only factor affecting the unconfined compressive strength of the treated soil.

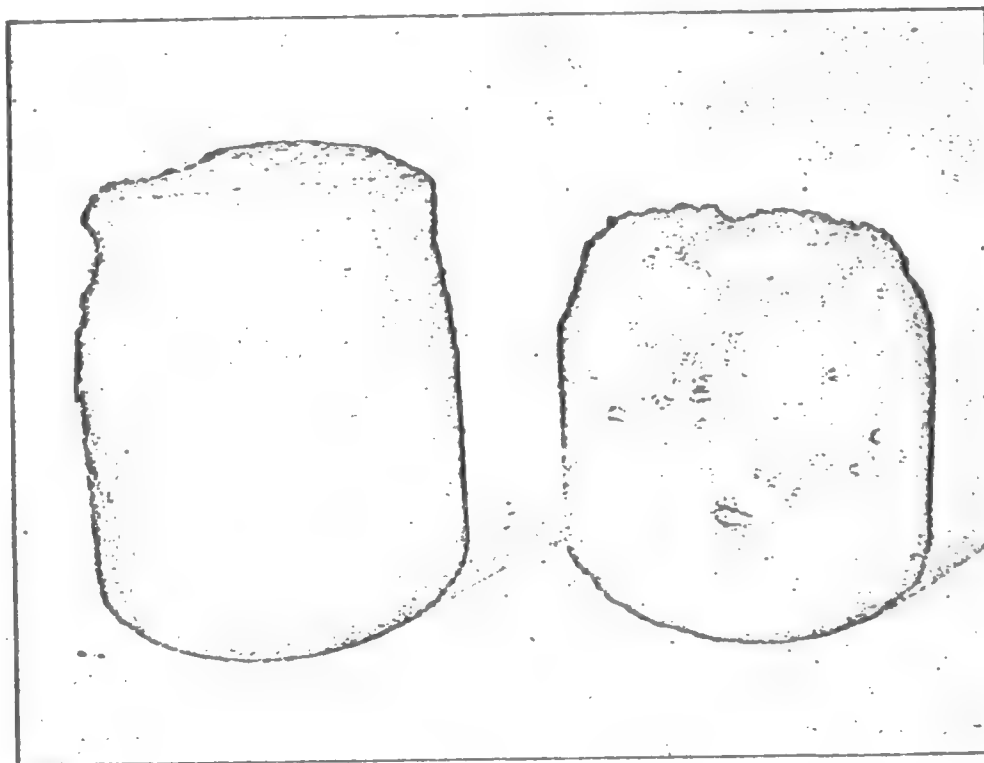
The broken test specimens shown in Photograph No. 1 tend to indicate that the finer lime particles can be more evenly distributed throughout the soil than the granular particles. Theoretically this should, in turn, result in higher strengths. The compressive strength test results, however, do not support this theory. The compressive strength of Soil No. 2, for example, was 80 percent higher when treated with 2 percent of the granular Quicklime C than when treated with an equal amount of Quicklime D. Although the variations were not as great with the other soil-lime combinations, the compressive strengths achieved with Quicklime C were almost always higher than with either of the other quicklimes. At the same time the lowest strengths recorded for each concentration of quicklime were generally found with specimens treated with the finely ground Quicklime D.

Figure 3

PERCENT CALCIUM HYDROXIDE VS COMPRESSIVE STRENGTH



Photograph No. 1



Distribution of Fine and Coarse Lime Particles

The possible cause of these strength variations appeared to be related to the relative density of the compacted test specimens. Past experience with cement treated aggregates has shown that compressive strength is directly associated with the compacted density of the treated material. Therefore, it is informative to study the effect of the different limes on density, and the correlation with compressive strength.

A review of the data in Table 4 showed that both the amount of lime and the type of lime affected the density of the compacted specimens.

In every instance the densities of the compacted test specimens decreased as the amount of lime increased. This decrease in density averaged about 2 lbs./cu. ft. with each 1 percent increase in lime content. The density of Soil No. 1 varied from 111 lb./cu. ft. to 101 lbs./cu. ft. when treated with 1 and 4 percents of Quicklime E.

However, if the lime content is held constant it is found that the different limes also caused variations in densities of as much as 8 lb./cu. ft. The general trend was for the specimens treated with the granular quicklime to have the highest densities, while specimens treated with the finely ground quicklime had the lowest densities. The largest variation was observed when Soil No. 1 was treated with 3 percent lime. In this instance the density of specimens treated with the granular Quicklime C was 109 lb./cu. ft., while duplicate specimens treated with the finely ground Quicklime D had a density of 101 lb./cu. ft.

Because of the differences in calcium hydroxide contents it was a little more difficult to compare quicklime and hydrated lime with regard to fineness. However, since 3 percent hydrated lime contained approximately the same amount of calcium hydroxide as 2 percent quicklime, a comparison was made with these concentrations.

In Figure 4, the test specimen densities are plotted against the percent of the lime which passed the No. 30 sieve. When plotted in this way there is a definite correlation between density of the compacted material and fineness of the lime. The type of lime makes no apparent difference when equal concentrations of calcium hydroxide are compared.

To correlate the effect that this variation in density had on compressive strength, the test data for Soils No. 2 and No. 3, when treated with 2 percent quicklime and 3 percent hydrated lime, were plotted in Figure 5. Soil No. 1 was not included because of the similarities in compressive strength regardless of the lime used.

To test the hypothesis that the fineness of the lime can account for these variations, an experiment was prepared using coarse and fine lime from the same source. This was accomplished by thoroughly pulverizing a portion of the granular Quicklime C and then treating duplicate specimens with equal amounts of the pulverized and granular quicklime. A soil similar to Soil No. 3 was used in this series of tests. Both the densities and compressive strengths of these specimens are recorded in Table 5.

Table 5

GRANULAR VS. PULVERIZED QUICKLIME

Percent Lime	Lime C (Granular)		Lime C (Pulverized)	
	Avg. Density lb./cu.ft.	Avg. Strength lb./sq.in.	Avg. Density lb./cu.ft.	Avg. Strength lb./sq.in.
1	97	47	95	55
2	94	105	93	122
3	93	150	90	129
4	91	155	88	120

Figure 4

COMPACTED DENSITY OF TREATED SOIL VS FINENESS OF LIME

LEGEND

- Hydrated Lime A (Fine)
- Hydrated Lime B (Fine)
- △ Quicklime C (Granular)
- ◇ Quicklime D (Fine)
- ▽ Quicklime E (Not Pulverized)

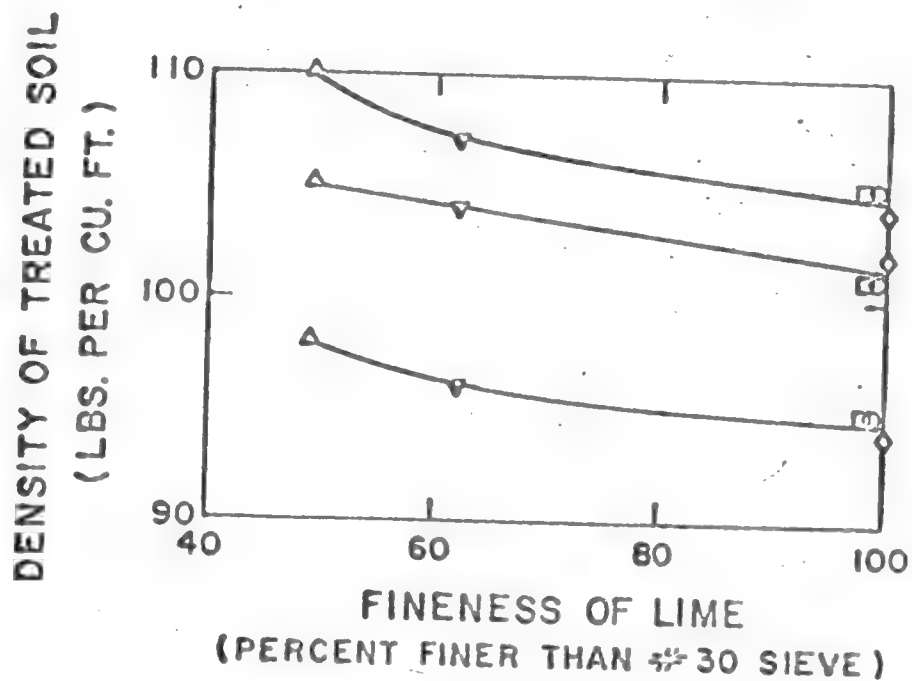


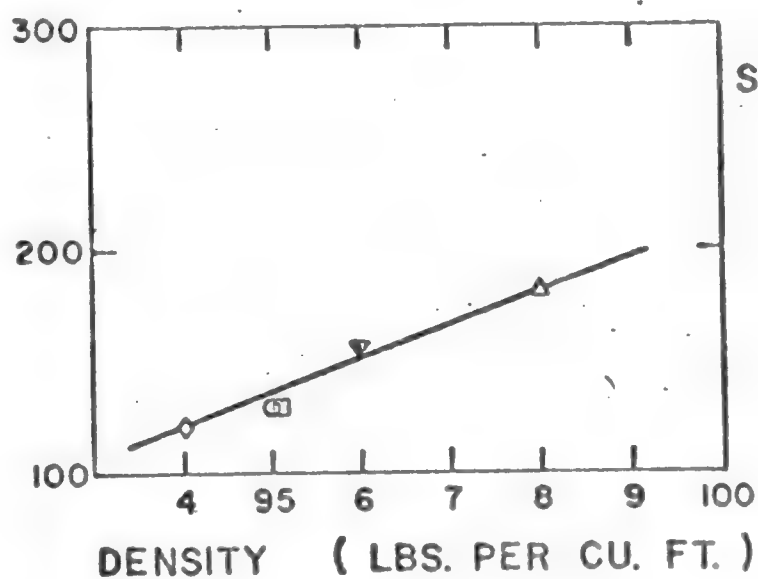
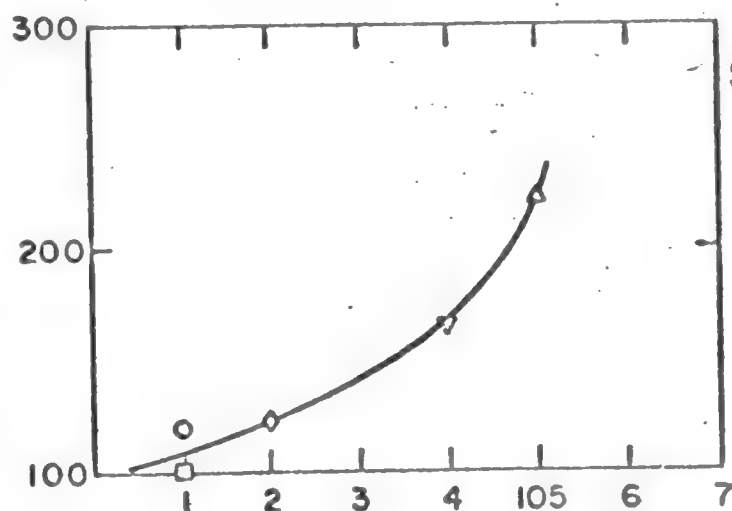
Figure 5

DENSITY VS COMPRESSIVE STRENGTH

LEGEND

- Hydrated Lime A (Fine)
- Hydrated Lime B (Fine)
- △ Quicklime C (Granular)
- ◇ Quicklime D (Fine)
- ▽ Quicklime E (Not Pulverized)

UNCONFINED COMPRESSIVE STRENGTH (LBS. PER SQ. IN.)



The densities of the specimens treated with the pulverized quicklime ranged from 1 to 3 lbs./cu. ft. lower than those treated with the granular quicklime. Also, for percentages of lime greater than 2 percent, the compressive strengths of specimens treated with the pulverized quicklime were less than those of the granular quicklime. Since the lime contents specified for California highway projects are typically 2 to 4 percent, it is concluded that the coarser quicklime would be more effective in the field than the finely ground.

The question still existed as to whether a difference in water demand between the coarse and fine quicklimes could cause the differences in density which were observed. To provide an answer, duplicate sets of soil specimens were treated with 3 percent of granular quicklime, and the same quicklime in a pulverized condition. The specimens were then compacted in the kneading compactor with varying amounts of water. The moisture-density curves shown in Figure 6 were obtained from the data. The optimum moisture range for soil treated with the pulverized quicklime is somewhat broader, but the maximum density obtained was 2 lbs./cu. ft. less than that of the soil treated with the coarse or granular quicklime.

To summarize, it has been established that the fineness of lime affects the compactibility of a treated soil. At percentages of lime above 2 percent, the resulting reduction in density from use of the finer limes causes a strength loss which is greater than the benefits which would otherwise be expected from use of the finely ground products.

Related Findings

In addition to comparing the relative stabilizing effects of the various lime products, several other important points related to the mixing and compacting of lime treated soil were brought to light during the course of this study.

Compacted specimens of untreated Soil No. 3 were subjected to the same curing procedures as the treated soils. These untreated specimens increased in height by 0.4 inch during the curing phase of the test. The lime treated specimens of the same soil had only minor increases in height due to expansion. The average expansion of 3 replicas each of treated and untreated specimens of Soil No. 3 are listed in Table 6. For treated specimens the greatest expansion measured was 0.13 inch when 1 percent hydrated lime was used. Lime contents of 2 percent or more reduced the expansion to .03 inch or less.

Figure 6

EFFECT OF LIME FINENESS ON MOISTURE-DENSITY CURVES

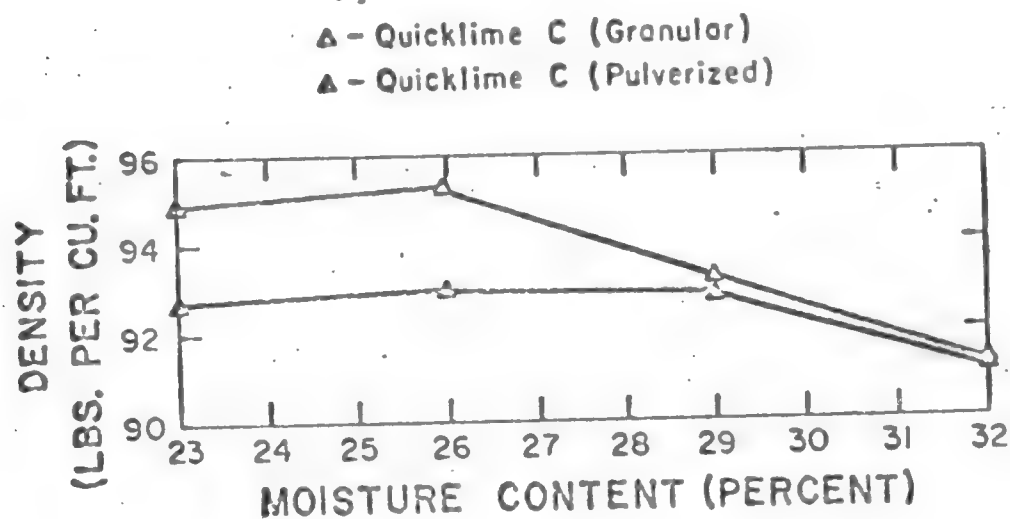


Table 6

AVERAGE EXPANSION OF TEST SPECIMENS (Soil No. 3, three replicas each)

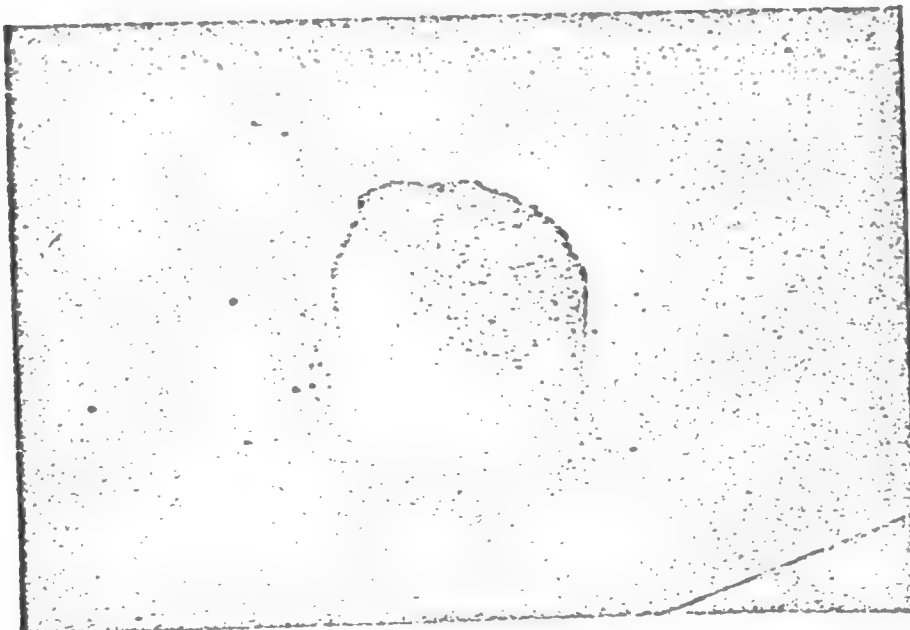
Percent Lime	Lime				
	A	B	C	D	E
0	0.40"	0.40"	0.40"	0.40"	0.40"
1	0.13	0.10	0.07	0.06	0.07
2	0.03	0.02	0.03	0.03	0.02
3	0.02	0.02	0.02	0.02	0.02
4	0.02	0.02	0.03	0.02	0.01

Data from tests on Soils No. 1 and No. 2 also indicated negligible expansion when stabilized with lime. It can be concluded that under these test conditions, treatment with lime will greatly reduce, or eliminate, expansion of some compacted soils.

It was also found that the lime may cause expansion of the compacted soil under certain conditions. A series of test specimens, treated with the granular Quicklime C, was compacted immediately after preparation, that is, without the 24 hour loose curing period. Excessive expansion and pop-outs on the surface of the specimens became evident almost immediately after compaction. This phenomenon was apparently the result of expansion of the quicklime particles as they reacted with water during the hydration process. As a result, it was concluded that a minimum loose curing period is necessary when granular quicklime is used.

Another phenomenon which became apparent was the forming of compaction planes within the specimens.

Photograph No. 2



Compaction Planes in Lime Treated Specimen

The compaction procedure provided that the soil sample be placed in the compaction mold in twenty equal increments. Compaction was taking place during this loading operation, with one stroke of the compactor being applied after the addition of each portion of material. The compaction mold revolves at a speed which allows six strokes of the compactor for each complete revolution. This increment loading and revolving mold creates a spiral effect in the compaction of the material as the depth increases. After completion of the compressive strength tests many of the test specimens were broken open for observation and, in several instances, a distinct stairstep effect was observed where the material separates on the smooth surfaces caused by the compactor foot. Photograph No. 2 offers an excellent illustration of this effect.

Because these compaction planes were caused by a single application of the compactor foot, it was assumed that normal compaction procedures during construction of a roadway would also create compaction planes when the treated material is placed in more than one layer.

Supplemental testing, following completion of the scheduled work, showed that specimen densities would have continued to increase with moisture contents up to 6 percent above the optimum established by Test Method No. Calif. 216. This is due to the lower effective compactive effort of the kneading compactor, as compared to the California impact test. However, it was found that the increased moisture contents made no substantial change in the relative stabilizing effects of the different limes. Treatment with the granular Quicklime C still resulted in higher densities and higher compressive strengths than the finer quicklimes and hydrated limes.

It is possible to establish moisture-density curves using the California kneading compactor. Since the kneading compactor may be used to produce specimen densities comparable to those achieved in the field, optimum moisture contents determined in this way should correlate more closely to construction moisture requirements.

REFERENCES

1. Anday, M. C., "Curing Lime Stabilized Soils," Highway Research Record Number 29, 1963, pp. 13-24.
2. Herrin, M. and Mitchell, H., "Lime-Soil Mixtures," Highway Research Board Bulletin 304, 1961, pp. 99-138.
3. State of California, Department of Public Works, Division of Highways, Materials Manual-Testing and Control Procedures.
4. McDowell, C., "Stabilization of Soils with Lime, Lime-Flyash, and Other Lime Reactive Materials," Highway Research Board Bulletin 231, 1959, pp. 60-66.

GRANULAR quicklime goes down with little dusting.

Quicklime Stabilizes Heavy Clay Subgrade

Hydrated lime has been used extensively to stabilize heavy clay soils. The purpose generally is either to dry wet soil to make a working platform for construction equipment, or to improve the soil's performance in a pavement structure.

Now, contractors in southern California are giving the method a new twist, by using quicklime instead of hydrated lime. Principal advantage is a saving in shipping costs (hydrated lime is about one-fourth water; quicklime is anhydrous).

The two types of lime serve the same function in soil stabilization. Engineers and contractors generally have preferred the hydrated form, partly because of availability and partly because of safety. Quicklime is a strong caustic, and some workers were burned by it on early stabilization projects.

But Chas. Pfizer & Co., which produces the quicklime used on some California projects at its new plant in the Mojave Desert, about 100 miles east of Los Angeles, says it has minimized the safety problem. Pfizer supplies granular quicklime, which is produced as particles of controlled, uniform size. There is less dusting, thus less danger, than in the use of either pebble (coarse) or pulverized quicklime.

Pfizer engineers nonetheless remind users to follow routine safety precautions—tight-fitting clothing, goggles, even filter masks on windy days. They also insist on delivering to the job site only as much material as can be mixed into the soil that day, so as to leave no loose material to be blown about, and no open stockpiles.

A typical recent job of quicklime soil stabilization was the construction of about 2 miles of secondary road through the Irvine Ranch, in Orange County. The surface soil at the site is a heavy, black, adobe clay, which falls in the A-6 group of the AASHTO soil classification system.

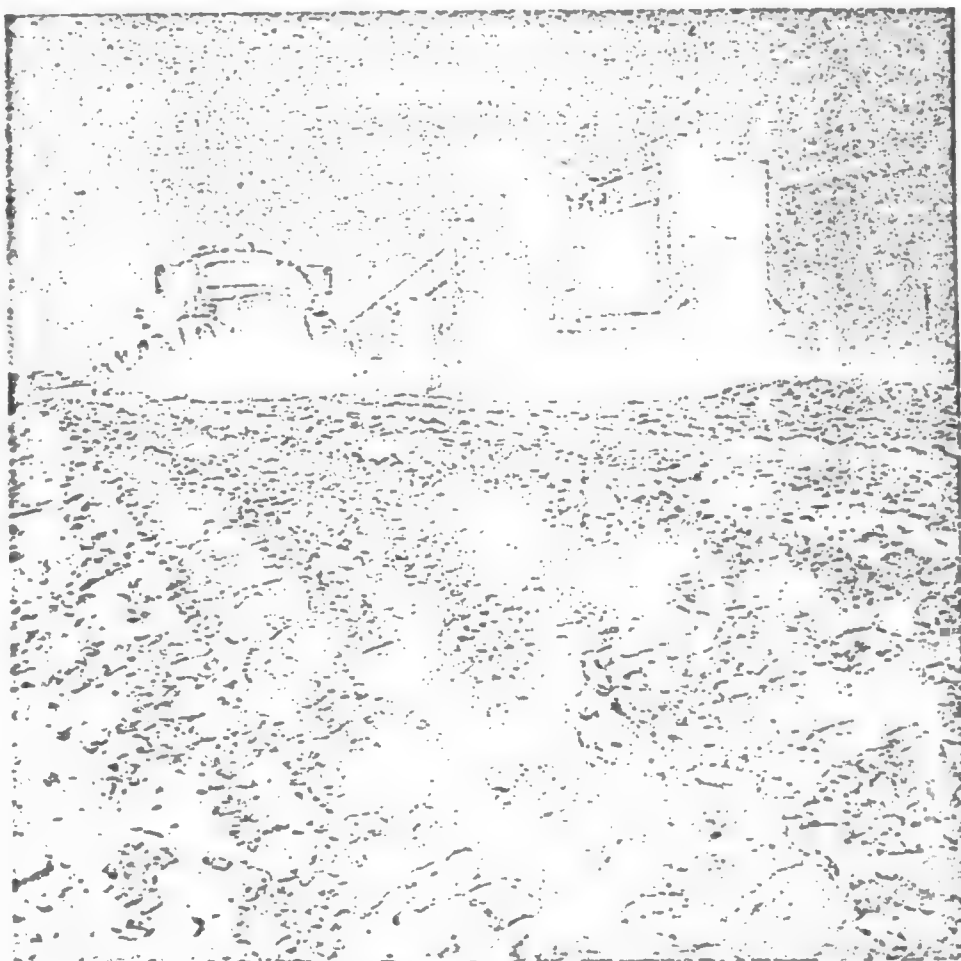
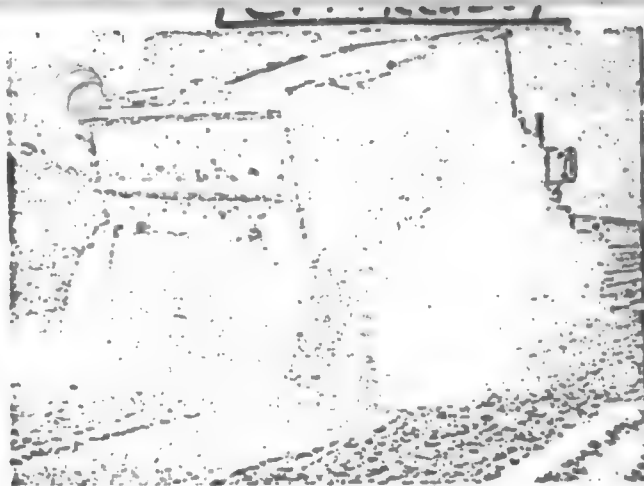
Orange County engineers prepared the job specifications, which called for 3% lime to be incorporated to a depth of 5 in. over a width of 26 ft.

As is usual with lime stabilization,

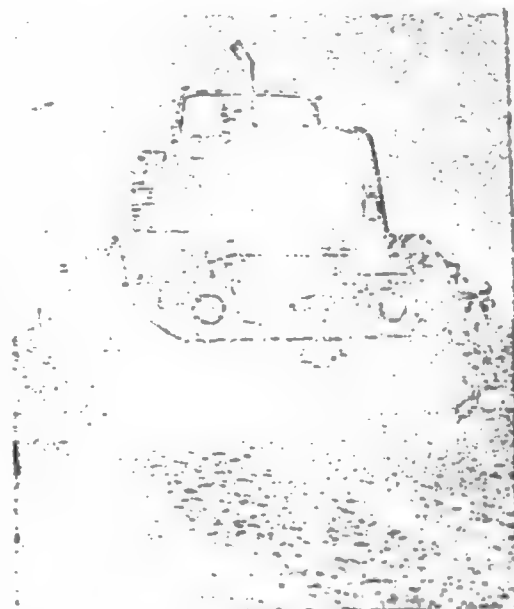
the treatment changed the highly plastic soil to an essentially non-plastic material. In California terms, the resistance value (as measured in a Hveem stabilometer) went from 5 for the raw soil to 85 for the stabilized mix, a value equivalent to that of a good aggregate base.

Contractor Sully-Miller Co., of Santa Ana, spread the lime uniformly on the soil in a single pass of a tailgate truck. Application rate was about 12.5-lb per sq yd. A high-speed rotary mixer added water as necessary for compaction, pulverized the soil and mixed the lime into it, all in a single pass.

The next day, a self-propelled, segmented-pad roller compacted the soil. A motor grader shaped the surface during and after compaction. A 6-in. aggregate base topped the subgrade. The wearing surface is 4 in. of asphaltic concrete.



HIGH-SPEED rotary mixer blends lime, water and soil in one pass.



SEGMENTED wheels compacted the soil.

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November 23, 1967, by National Lime Association

Lime Stabilization May Offset Aggregate Scarcity

LLOYD N. NELSON, P. E.
Norman County Highway Engineer,
Ada, Minnesota

HIGH QUALITY aggregates in northwestern Minnesota are becoming progressively scarcer due to extensive construction of highways, airports, streets, municipal and industrial work. Means must be devised to use our low-grade granular materials for base and sub-base construction. Lime appears to be an additive that up-grades all marginal materials and stabilizes natural clays and silts to good advantage.

Lime stabilization in this area is still somewhat in the experimental stage; however on projects constructed, it appears to be beneficial and economical.

Variable results have been obtained on projects constructed to date; some were excellent, some fair, while portions of others have failed. It follows that some of the projects did not have proper design, sufficient pre-construction testing nor adequate inspection during construction; therefore, variable results must be expected.

The first lime project in Norman County was completed in September of 1963. This project was one mile long and thirty feet in width, located from U. S. Highway No. 75 at Hendrum, west to the Red River of the North and the North Dakota border. The predominant embankment soil is an A-7-5, classified as Fargo Clay. The daily traffic count is 257 of which approximately 40 percent is interstate truck traffic. There is much heavy traffic during the sugar beet harvest, due to converging of North Dakota truckers hauling on this road to a beet loading station at Hendrum, Minnesota.

Construction Technique

The construction was accomplished by County forces and consisted of an 8-inch lime-stabilized base. The top four inches of half of the 30-foot roadway was scarified and windrowed on the other half of the roadway. Then 125 cubic yards of pit-run gravel was spread on this lower one-half of the roadway.

The lower four inches were then scarified and 8 percent by weight of waste lime from a sugar beet refinery and 3 percent of commercial pebble lime ($\frac{1}{4}$ to $\frac{1}{2}$ -inch quick-lime) were spread over the portion of the roadway being worked. Mixing and pulverization were performed with sufficient water added to slake the pebble lime and to raise the mixture to optimum moisture content. Immediately after final mixing, compaction was accomplished with sheepfoot and pneumatic rollers. The windrow of material on the other half of the road was then moved on top of the treated base and windrowed.

The operation was then performed on the opposite half of the roadway.

After the lower four inches of the entire width of the roadway had been treated, the same proportions of waste lime, gravel and pebble lime were applied over the entire top. The necessary amount of water was added with final mixing, laying and compaction as before.

The waste lime was tested locally and found to be of value, although not consistent in quality; available calcium oxide was found to be between 20 and 25 percent. Gravel was added to arrive at 25 to 30 percent of the total mix. We encountered some heavy rains during construction which did not hinder our operations. In fact, the rains aided us as spreading, mixing and compaction continued with a reduction of the mixing water needed. Restricted travel over the roadway continued during the entire operation with no noticeable damage to the base or surface.

The final treatment was a prime using .25 gallon of MC-1 per square yard and adding a blotter sand. Then .18 gallon of RC-3 Road Oil per square yard was applied, followed by 20 pounds of sand per square yard. This road remained in very good condition. The total cost of this road including prime and seal was \$14,518.06.

In 1965 we added $1\frac{1}{2}$ inches of hot mix, 26 feet wide using 200 to 300 penetration A.C. asphalt, to provide an improved wearing course.

The history of lime subgrade stabilization in the Red River Valley includes pioneer projects in 1958 and 1959 in Cass County, North Dakota, where waste lime was used on one project and bagged hydrated lime on another. In the latter year, the streets of Minot, N. D., were treated similarly with good results.

Increased Interest

Since these projects produced satisfactory results, interest has been shown by Federal, State and County engineers, resulting in larger projects to be designed and let on contract in this area.

In 1965, the State of Minnesota sponsored a $1\frac{3}{4}$ -mile test section of lime stabilized bases in Norman County on County State Aid Highway No. 19. Seven different $\frac{1}{4}$ -mile sections were constructed in order to establish desirable designs. This contract was let to C. L. Stokolka Company of Little Falls, Minnesota. Jay W. Craig Company was the authorized sub-contractor for the lime work of the project. Minnesota Project Engineer, Paul R. Grand, reported that work was started on the lime stabilized subgrade on July 20, 1965 and completed on August 17, 1965. Mixing was accomplished with a P. & H. mixer and compaction was obtained with sheepfoot and pneumatic rollers. In order to meet passing gradation, a second mixing was required after a curing period of from 24 to 48 hours.

These $\frac{1}{4}$ -mile sections cannot be completely assessed until they have gone through several freeze and thaw cycles.

Variable Performances

Natural soils of different locales, although classified similarly, can produce variable results with additions of lime. Some clays and silts do not act as well as others, due presumably to the lack of pozzolans in some soils. Lime is somewhat of an ambiguous term, it includes calcium carbonate, calcium hydroxide and calcium oxide. Calcium carbonate is ground lime-rock and does not react in the soil. It therefore is only valuable as a filler. Calcium hydroxide reacts well with low

grade aggregates and clay soil. Calcium oxide (quick lime) is a very active material and must be slaked on the road before mixing. However it is our opinion that calcium oxide should be used on road stabilization because it has 24 percent more value per unit. It has an additional value because it is easier to transport. However, it must be handled with care because of its extreme activity during the slaking process.

The use of lime in road construction is not new. It was used by the early Romans in the famous Appian Way.

The following are observations and opinions of Ronald Rasmusson, Project Engineer of Norman County:

"The advantages of using hydrated or quick lime in clay and silt sub-grades is to some extent proven. It still remains a question as to how much sub-base and base material and what percent of lime is needed for the soil classification to bring the roadbed up to a 5 to 9-ton roadbed design. If indeed the

lime treated sub-grade can take the place of a granular sub-base and some system of determining gravel equivalents for a lime treated sub-grade be developed, this could be the answer, resulting in lower costs in locales where granular materials must be hauled long distances."

We have observed the following advantages in the use of lime:

- 1) Lime in small quantities (2 to 4%) increases internal friction in clay and silty soil particles and improves the soil classification.
- 2) Lime in larger quantities (6 to 8%) causes cohesion of particles adding resistance to loads.
- 3) Lime in soils results in reduction of water absorption, thereby lessening expansion and contraction.
- 4) When lime is added to soils, rains and damp weather do not seem to hinder construction and often expedite progress. Liberal amounts of water do not seem to reduce performance of lime construction.
- 5) When natural soil is to be processed with lime as a base, grading sections can be reduced in width

and still maintain desired standards. Often existing roadbeds can be used without reshouldering or regrading of well-graded roads.

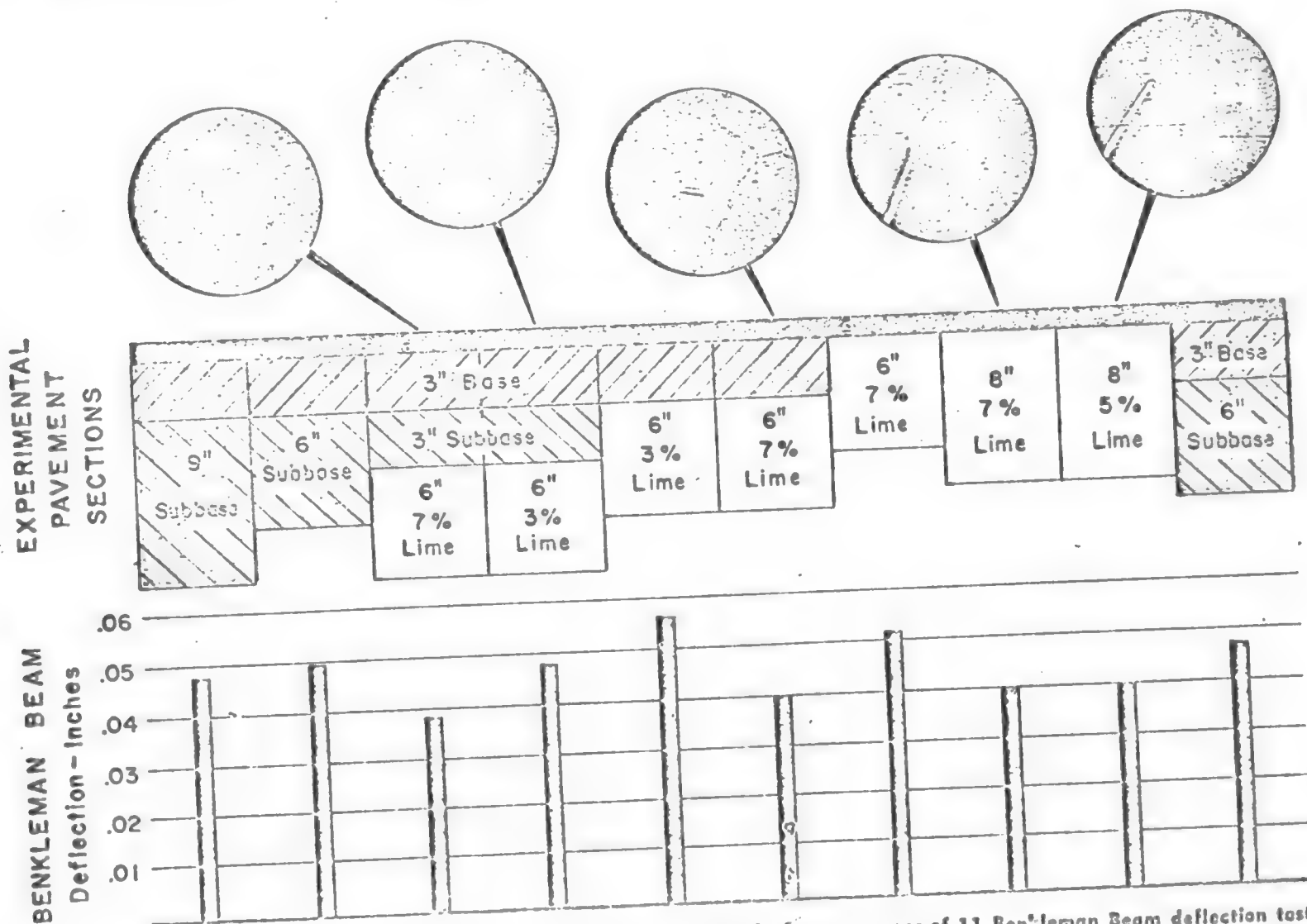
6) Lime has also been used in upgrading low-grade granular bases when available materials lack intermediate sieve sizes.

7) We have used lime in sub-grade correction in the patching of bituminous surfaced roads; however due to inexperience and limited use we do not feel that we are efficient in this type of work as yet.

8) Lime bases and sub-bases have been used with an additive of road oil to good advantage. This method seems to be advantageous for two reasons: Lessening of water absorption and adding cohesion.

9) Mats are not placed on lime stabilized roads the first year; if there are failures they will show during the spring break-up and can be repaired before the expensive overlay mat is placed.

10) Good experience and reduced costs have determined that Norman County will continue with the use of lime stabilized bases. □□□



□ PROFILE of 2½-mile series of test sections constructed by Minnesota Highway Department shows variety of base and sub-base designs used, seven with lime stabilization. The bar

graph shows averages of 11 Benkleman Beam deflection tests made in March and April, 1966, during a freeze-thaw period. Photographs in circles show typical surface conditions then.

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FORM E-30-X 12-67
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7670

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1972

SUBJECT:

Olds Ferry-H. Fork Jacobsen Culch
Project #7670
Lime Treated Subgrade; Data #726-7
Lab. #993070-6

To: W. E. Schwartz
Region Engineer
P. O. Box 850
LaGrande, Oregon 97850

Sufficient testing has been completed to compare lime treatment and Portland cement modification of subgrade soil from subject project. Soil samples have been tested untreated, treated with 3 and 5 percent lime, and treated with 5 and 7 percent Portland cement. Test conditions for each type treatment include compaction 1 1/2 hrs following mixing for one series and 24 hrs after mixing for a second series. The following is a tabulation of test results for L.L., P.I., and "R" value @ 300 psi exudation and @ 95 percent compaction saturated.

Lab. #	993070	993072	993073	993074	993075	993076
Untreated:						
L.L.	68	96	85	84	62	N.P.
P.I.	40	62	40	50	30	N.P.
3% Lime :						
L.L.	54	86	86			
P.I.	12	36	27			
5% Lime :						
L.L.	55	67	84	61	57	
P.I.	0	7	20	3	3	
5% Cement:						
L.L.	62	76	82	71	59	
P.I.	21	26	22	19	8	
7% Cement:						
L.L.	53	65	81			
P.I.	4	10	20			
Untreated:						
"R" @ 300 Exud.	8, (13)	5, (9)	17, (13)	11, (13)	16, (39)	75, (71)
3% Lime: "R"						
24 hr. @ Comp.	82, (33)	55, (29)	64, (34)			
5% Lime: "R"						
1 1/2 hr. @ Comp.	89, (72)	87, (76)	80, (58)			
24 hr. @ Comp.	82, (76)	73, (62)	83, (76)	81, (71)	91, (81)	
5% Cement: "R"						
1 1/2 hr. @ Comp.	82, (57)	49, (49)	74, (76)			
24 hr. @ Comp.	62, (48)	48, (42)	69, (59)	57, (54)	96, (95)	

NOTED
A. E. JOHNSON

7% Cement: "R"
24 hr. @ Comp. 84,(46) 55,(49) 73,(29)

() values in parenthesis are at 95% compaction saturated.

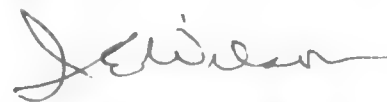
Both P.I. and "R" value test results indicate that cement treatment does not provide complete modification of the highly plastic soils. "R" value tests show insufficient strength increase with increased cement content to provide a treated subgrade of the design 0.8 CBE quality. Based on these test results and the fact that lime treatment does provide sufficient strength, we recommend that cement treatment of the high P.I. soils not be considered. However, it is suggested that a one to two mile test section be cement treated providing the subgrade soil P.I. is less than 30. Tests indicate that a 5% level of Portland cement treatment would be sufficient.

It is recommended that granular or pellet quicklime be considered for use in the lime treated subgrade rather than hydrated lime. A quicklime treatment level of 3.8% is equivalent to 5% hydrated lime. The twenty-five percent hydrate or water contained in the hydrated lime accounts for the difference in percentage of lime required.

It should also be emphasized that fine ground quicklime should not be considered for use. Considerable danger is involved from dust burning individuals near the distribution and mixing operation. Cases of quicklime dust burns during the period when the only available type was fine ground has resulted in overconcern regarding the danger involved when using a coarse type quicklime.

JOHN C. JENKINS
Engineer of Materials & Research

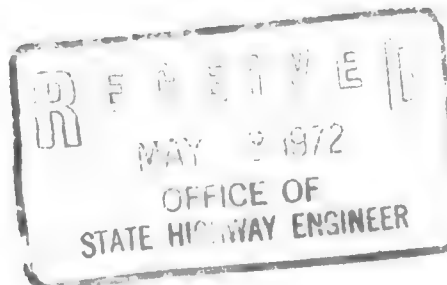
By



JAMES E. WILSON, Jr.
Asst. Engineer of Materials
and Research

JEW:eb

cc: A. E. Johnson
C. T. Keasey
C. D. Hiatt





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MAR 28 1972

UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

7670
HIGHWAY BUILDING

Chevron Pipe Line Company
P. O. Box 117
Salt Lake City, Utah 74110

ATTENTION: Mr. E. I. Allen

Gentlemen:

NOTED
A. E. JOHNSON

SALEM, OREGON • 97310 Phone 378-6511

March 23, 1972

Re: Petroleum Line Relocation
Olds Ferry-N. Fork Jacobsen Gulch Section
Old Oregon Trail Highway
Malheur County
Project No. I-80N-8(24)354
Contract No. 7670

Our letter of February 17, 1972, approved your estimate and sketch map as submitted with your letter of January 5, 1972. It also authorized the use of the contract method, ordering materials and advertising for bids.

This will confirm our Mr. Gerlach's March 14, 1972 concurrence in the award of the contract to Hood Corporation, who submitted a low bid of \$6,900.

Please contact Mr. C. D. Hiatt, Resident Engineer, 3595 S.W. Fourth Avenue, Ontario, Oregon 97914, telephone 889-8558, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to February 16, 1972 will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter and our February 17, 1972 letter, should be clearly shown on the bill.

Very truly yours,

PGP:dl

cc: Chevron Pipe Line Company
201 N. Phillippi Street
Boise, Idaho 83707
Attn: Mr. E. H. Hight

A. E. Johnson
R. E. Simpson
W. E. Schwartz w/attachment (2)
V. E. Skoog "
V. L. Gallagher " (2)
C. D. Hiatt "
Clayton Ansell "
Harlin Gerlach "

George M. Baldwin
Administrator of Highways

By

T. W. Litchfield
Railroad and Utility Engineer



Note To W. E. Schwartz: Please have State Force Order prepared and submitted for this work. Project No. I-80N-8(24)354. Prefix No. 623-1027. Return one copy of estimate and sketch with SFO.

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MAR 21 1972
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7670

March 20, 1972

R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80N-8(24)354

George H. Baldwin
Administrator of Highways

ORIGINAL SIGNED BY
R. D. ASBURY

L. H. Young
Programming Engineer

Request; Change Order Approval

Contract 7670 Extra Work Order No. 4

Project Olds Ferry - N. Fork Jacobsen Gulch

Highway Old Oregon Trail

County Malheur

On sheets 14 and 18 of the contract plans a note indicates the existing snow fence is to be removed and relocated on a Extra Work basis. This order covers the cost of doing this relocation work.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on March 10, 1972.

Your approval as of March 10, 1972 is requested.

BH:alc

Attachments

RECEIVED
MAR 17 1972

FOR FILING

7670

Salem, Oregon
March 14, 1972

W. E. Schwartz
Regional Engineer
La Grande

Olds Ferry-M. Fork
Jacobsen Gulch Section
I-80N-8(24)354
Old Oregon Trail Highway
Malheur County
Contract No. 7670

I have approved this date Order for Extra Work No. 3 for the subject project which was submitted through F. D. Morgan by Alfred Shirley, Jr. This order provides for removing silt and gravel deposits from existing multi-plate and culvert pipe installations prior to contract pipe extension work.

The order has been approved by the Federal Highway Administration as nonparticipating, with the indication that it is a maintenance item.

It is apparent that this work is a maintenance item and should have been taken care of during the course of normal maintenance work. In the future, such orders will not be approved.

A EJ:ja

A. E. Johnson
Assistant State Highway Engineer

cc Tom Edwards
F. B. Klaboe
E. S. Hunter
F. D. Morgan
R. N. Bothman

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DEPARTMENT

Contract No. 7670 Section Olds Ferry - N. Frk. Jacobsen Gulch No. E-80N-8(24)354

Type Revision EWO No. 3 Amount \$ 610.00 Funds in Author. \$ -

Status Total Project Author.: Over - % \$ - Under - % \$ -

Explanation (why) and Comments Removal of silt and gravel deposits
from existing multi-pipe and culvert pipe
installations prior to extending them.

Note: cleaning of culverts and their inlet and outlet ditches
considered part of states normal maintenance responsibilities

Method of Payment force account Est. increase in cost \$ 610.00
decrease in cost \$ -

Price checked by Cost Analyst - Discussed Asst. Constr. Engr. -

Discussed with Nichols on 3-8-72 by Glenn

Action Recommended: ☒ APPROVAL ☐ PARTICIPATING ☒ NON PARTICIPATING
☐ SUBJECT TO REVIEW ☐ WITH COST JUSTIFICATION ☐ WITH SUPPORTING DATA
☐ OTHER ☐ TENTATIVE APPROVAL TO PROCEED

Cy Renter
Bathman
3-14-72

OK 3-8-72
 (Signature)
 as the ...
 present this is future

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

March 6, 1972

To: Mr. F. D. Morgan
 Construction Engineer

SUBJECT: Olds Ferry - N. Fk. Jacobsen Gulch
 Old Oregon Trail Highway
 Malheur County
 Contract 7670

S A L E M

Herewith Extra Work Order No. 3 on the subject section.

Some of the existing culverts are silted up badly, and for the installations to function as designed they should be cleaned out. It will be much easier to do this prior to extending the culverts on this contract. To do the work now will be easier and less costly.

Work of this type lends itself to force account rather than unit price due to the varying conditions of each installation.

Your approval is recommended.

W. E. Schwartz
 Regional Engineer

By

(Signature)

Alfred Shirley, Jr.
 Regional Construction Engineer

ASJ/bv
 Enclosure

OK Keasey
 3-14-72

<i>M</i>		Routing
Keasey	RECEIVED	Pease
Bond	MAR 7 1972	Glen
Walker		Litchfield
Johnsen	CONSTRUCTION	Borg
	SECTION	

7670

STATE COPY G-1P
OREGON STATE HIGHWAY DEPARTMENT

3-10-72

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Ojds Ferry - N. Fk. Jabobsen Gulch Date March 7, 1972
Highway Old Oregon Trail Contract No. 7670
County Malheur Prefix 623-1027
Contractor Gibbons & Reed Company F. A. Project No. I-80H-8(24)354
Address P.O. Box 248, Huntington, Ore. 97907 Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

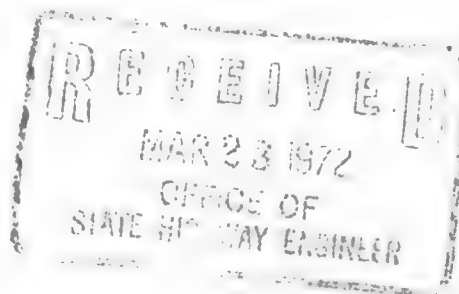
Description of work to be done:

Remove and relocate 1500 feet of existing snow fence.

Location by station numbers:

Sta. 516 to 518 Lt. and Rt.
Sta. 612 to 624 Rt.

20 Com. 3-27-72



Estimate of quantities and cost:

Labor	\$2,944.00
Equipment	768.00
+ pertinent %	704.00
Total	\$4,416.00

NOTED
A. E. JOHNSON

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work indicated on project plans as extra work item - Sheet 14 & 18.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	\$10,631,267.1
Present estimate of project cost, including	\$10,631,267.1
\$4,416.00 for work under this order	
Expected under-run amount	0
Expected under-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: *[Signature]*
Resident Engineer

Approval Recommended: *[Signature]*
Construction Engineer or
Bridges Engineer

Approval Recommended: *[Signature]*
Division Engineer

Approved: *[Signature]*
State Highway Engineer

RECEIVED
FEB 23 1972

FILED

I-80N-8(24)554

7670

February 23, 1972

FAP No. I-80N-8(24)354

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 4, Contract No. 7670, covering furnishing and delivering steel piling for structural revision of Bridge No. 8083 on the Olds Ferry-North York Jacobson Gulch Section of the Old Oregon Trail Highway in Malheur County.

The contractor has been unable to readily obtain the additional piling that are required. The State has available the necessary piling that can be incorporated in this work. Furnishing this piling from the State's stockpile will be in the public interest in order to complete work in this area without substantial delay.

The State has the necessary equipment and personnel to deliver these materials to the construction site.

This work conforms to the requirements of FPM 21-6.2 as required for Federal participation.

The estimated total cost of work to be done under this Order is \$1,500. Federal participation will be limited to \$4.50 per lineal foot or approximately \$1,125 for the 250 lineal feet to be furnished.

This work was tentatively recommended for approval by the Federal Highway Administration Division Bridge Engineer on February 23, 1972.

Your approval as of February 23, 1972 is requested.

Very truly yours,

George H. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
R. D. ASBURY

L. H. Young
Programing Engineer

JKibb

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

February 15, 1972

I-80N-8(24)354
7670

SUBJECT:

To:

Mr. C. H. Duval
Resident Engineer

ONTARIO

Olds Ferry Interchange Structure
Olds Ferry-N. Fork Jacobsen
Gulch Section
Old Oregon Trail Highway
Malheur County
Contract No. 7670

We are enclosing one copy of a print showing a manhole detail used on Mohawk Road Interchange structure to provide access to the area under the slab span of the abutment. The Bridge Section has proposed that this same detail could be used in the side wall at each end of the Olds Ferry Interchange structure.

Please approach your contractor to see what could be worked out for adding this detail to this structure.

W. E. Schwartz
Regional Engineer

By

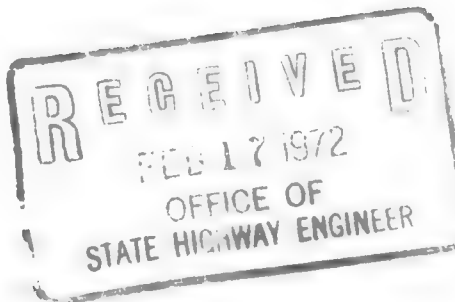
C. O. Fredrickson
for

C. O. Fredrickson
Regional Bridge Engineer

NOTED
A. E. JOHNSON

COF:sh
Enclosure

cc A. E. Johnson
W. J. Hart



STATE COPY G-IP (125)
G-IN (375)
OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

Dist. Engineer

APPLYING TO CONTRACT PROJECTS

Order No. 4

FEDERAL HIGHWAY ADMINISTRATION

Project Name Olds Ferry - N. Ek. Jacobsen Gulch Date February 12, 1972

Highway Old Oregon Trail Contract No. 7670 F. A. Project No. 1207-2(24)

County Malheur Prefix 623-1027 Account No. 210 04

Description of Work To Be Done:

Furnish and deliver additional HP 10 X 42 steel H piling to
project site from La Grande. Olds Ferry Intrch, Br # 8083

Location by Station Numbers:

Structure 8083A Station 210+00

RECEIVED
MAR 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

To Const
3-3-72

Estimate of Quantities and Costs:

250 lin. ft. HP 10 X 42 steel H piling X \$ 5.00 lin. ft. = \$ 1,250.00

Equipment Rental = 250.00

\$ 1,500.00

NOTED
A. E. JOHNSON

Explanation: Additional piling were needed due to revision in width of structure.
Due to circumstances beyond his control, contractor could not readily
supply additional piling.

INSTRUCTIONS

Submit a separate order for each piece or
kind of state force work to be undertaken.
Use the account number applying to that
work as indicated in the account numbers as-
signed to state force work on contract jobs.

Five copies of the order are to be submitted
to Salem. After approval by the Assistant
State Highway Engineer, one copy will be
sent to the Division Engineer and one copy
to the Resident Engineer.

Project authorization Present estimate of project cost, including \$ 10,631,267

\$ 1,500.00 for work under this order \$ 10,631,267

Expected under-run over-run (amount) \$ 0.00

Expected under-run over-run (per cent) 0.00

Space to right of this line is for use of Salem Office

Submitted by: C.H. Duval Resident Bridge Engineer
C.D. Hiatt Res. Engr

Approval Recommended: Division Engineer

Approval Recommended: R.W. Johnson

Construct: Engr or

Bridge Engineer

Approved: A.E. Johnson

Deputy State Highway Engineer,
Assistant State Highway Engineer or
Office Engineer.

2-10-72

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION		GENERAL AID PROJECT NO. 1-80N-8(24)354	
MAR 1 - 1972		STATE PROJECT NO. OLDS FERRY - NORTH FORK JACOBSEN GULCH SECTION	
FOR FILING		COUNTY NAME MALHEUR	
FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON		PROGRAM NO.	
I-80N-8(24)354		ITEM NO. 1-646	
TO:		PROGRAM STAGE (Check) ☐ 1. ☒ 2.	
7670		RECEIVED FEB 11 1972 OFFICE OF STATE HIGHWAY ENGINEER NOTED S. H. HARRIS	
MR. GEORGE M. BALDWIN ADMINISTRATOR OF HIGHWAYS STATE OF OREGON SALEM, OREGON			
		2-15-72 REFERRED TO <i>Hunter</i> BY DEPUTY STATE HIGHWAY ENGINEER	
DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 80N	
	FEBRUARY 10, 1972	STATE ROUTE NUMBER OLD OREGON TRAIL HIGHWAY ROUTE #6	
GENERAL LOCATION: NORTHWEST OF ONTARIO, OREGON			
GENERAL DESCRIPTION OF WORK: YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR CHEVRON PIPE LINE COMPANY'S PETROLEUM LINE EFFECTIVE TODAY. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE \$26,000.00 IS APPROVED.			
YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW			
☐ PRELIMINARY ENGINEERING TO DETERMINE ☐ LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN ☐ PREPARATION		☐ ACQUISITION OF RIGHT-OF-WAY ☐ CONSTRUCTION - ADVERTISE FOR RECEIPTS ☐ OF BIDS ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS	
☒ OTHER (Specify) UTILITY ADJUSTMENT.		NOTED TOM EDWARDS	
REMARKS OUR PROGRAM MEMORANDUM DATED 7-7-71 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 2-14-69 AND PPM 30-4.1 DATED 10-1-69. WE APPROVE THE AGREEMENT WITH THE CHEVRON PIPE LINE COMPANY CONSISTING OF YOUR 6-10-71 UTILITIES & RAILROAD ENGINEER'S LETTER, THE 1-5-72 CHEVRON PIPE LINE COMPANY'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S 2-2-72 LETTER. RECEIPT OF MR. H. M. FILMORE'S 1-26-72 AFFIDAVIT OF THE CHEVRON PIPE LINE COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE SUBMITTED FOR APPROVAL AT A LATER DATE.			
DATE 2-10-72	SIGNATURE OF APPROVING OFFICIAL <i>A. Green</i>		TITLE FOR: DIVISION ENGINEER cc. <i>Litchfield</i> <i>Morgan</i> <i>Young</i>

RECEIVED
FEB 2 - 1972

FOR FILING

I-80N-8(24)3541
7670

January 31, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Federal-aid Project
No. I-80N-8(24)134

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 1, Contract No. 7670, covering temporary and permanent striping on the Olds Ferry-North Fork Jacobson Gulch Section of the Old Oregon Trail Highway in Malheur County.

The contractor is neither properly equipped nor staffed to perform the work contemplated under this order. The state has the necessary special striping equipment and trained personnel to perform the work most economically.

The striping will conform to the standards of the Manual on Uniform Traffic Control Devices as required for participation under the provisions of Para. 6 of FPM 21-15.

Federal participation will be based on the agreed price for striping. The estimated total cost of the work to be done under this order is \$6,134 with Federal participation of \$5,700.00. Reimbursement on an actual cost basis for temporary striping and on agreed unit price basis for permanent striping is requested. Unit prices to be used will be those in effect at the time the work is done.

This work was tentatively recommended for approval by the Federal Highway Administration Engineering Coordinator on November 14, 1971.

Your approval as of November 14, 1971 is requested.

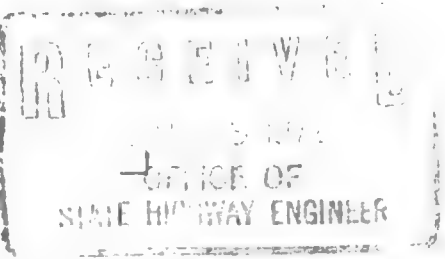
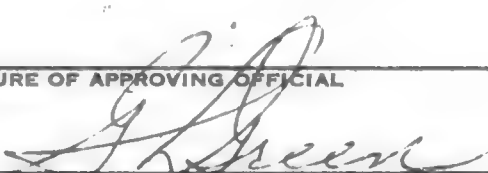
Very truly yours,

George N. Baldwin
Administrator of Highways

By

L. E. Young
Programming Engineer

JK:alc

FORM PR-1240 (Rev. 6-68)		U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS		FEDERAL AID PROJECT NO. 1-80N-8(24)354	
LETTER OF APPROVAL AND/OR AUTHORIZATION				STATE PROJECT NO. OLDS FERRY-NORTH FORK	
FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON		PROGRAM NO. ITEM NO. 1-646		COUNTY NAME MALHEUR	
		1-17-72		PROGRAM STAGE (Check) ☐ 1 ☒ 2	
TO: I-80N-8(24)354 07670 MR. GEORGE M. BALDWIN ADMINISTRATOR FOR HIGHWAYS STATE OF OREGON SALEM, OREGON 1-20-72 REFERRED TO <i>Young</i> 					
DATE PS&E APPROVED 		DATE AUTHORIZATION EFFECTIVE BY DEPUTY STATE HIGHWAY ENGINEER JANUARY 17, 1972		FEDERAL ROUTE NUMBER INTERSTATE ROUTE 80N STATE ROUTE NUMBER OLD OREGON TRAIL HIGHWAY ROUTE #6	
LIMITS OF AUTHORITY OUR PROGRAM MEMORANDUM DATED 7-7-71 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR IDAHO POWER COMPANY EFFECTIVE TODAY. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE \$79,102.59 IS APPROVED.					
YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW					
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY ☐ ACQUISITION OF RIGHT-OF-WAY ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☒ OTHER (Specify) UTILITY ADJUSTMENT. ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS					
REMARKS APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 2-14-69 AND PPM 30-4.1 DATED 10-1-69. WE APPROVE THE AGREEMENT WITH THE IDAHO POWER COMPANY CONSISTING OF YOUR 5-20-71 UTILITIES AND RAILROAD ENGINEER'S LETTER, THE 12-20-71 IDAHO POWER COMPANY'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S 1-7-72 LETTER. RECEIPT OF MR. H. F. FILLMORE'S DECEMBER 27, 1971 AFFIDAVIT OF THE IDAHO POWER COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE. SINCE THE UTILITY IS NOT ADEQUATELY STAFFED OR EQUIPPED TO PERFORM A PORTION OF THE WORK WITH ITS OWN FORCES AT THIS TIME, THE CONSTRUCT METHOD OF PERFORMING SUCH WORK, AS INDICATED IN THE ESTIMATE, IS SATISFACTORY PROVIDING THE APPROPRIATE CIVIL RIGHTS CLAUSES ARE INCLUDED.					
DATE 1-17-72		SIGNATURE OF APPROVING OFFICIAL 		TITLE FOR: DIVISION ENGINEER	

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

STATE COPY

REVISED EFFECTIVE DATE 11-24-71
Insert upon modification of pro-
agreement if additional funds are

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

DISTRICT HIGHWAY ADMINISTRATION
Order No. 2-4-72

Project Name Olds Ferry - N. Ek. Jacobsen Gulch / Date January 19, 1972
 Highway Old Oregon Trail / Contract No. 7670 / F. A. Project No. I-80N-8(24)354
 County Malheur / Prefix 623-1027 / Account No. 278-01

Description of Work To Be Done:

Temporary Striping throughout project. Paint permanent traffic lines and
 markings throughout project.

Location by Station Numbers:

Sta. 185+10 to 844+00

Estimate of Quantities and Costs:

Temporary striping at actual cost - estimated 64 hours at \$35.00/hour = \$2,240.00
 Permanent striping as follows:

White intermittent 4-inch	26 miles at \$30.00 per mile	=	780.00
White solid line 4-inch	1 mile at 54.00 per mile	=	54.00
White solid line 3-inch	55 miles at 44.00 per mile	=	2,420.00
Incidental Pavement Legends	24 hours at 35.00 per hour	=	840.00
	Total		\$6,334.00

Explanation:

NOTED
JOM EDWARDS
Work to be done by State Forces. Temporary striping will be done on a
 actual cost basis. Permanent striping will be done on agreed unit prices
 in effect at the time work is performed.

INSTRUCTIONS

Submit a separate order for each piece or
 kind of state force work to be undertaken.
 Use the account number applying to that
 work as indicated in the account numbers as-
 signed to state force work on contract jobs.

Five copies of the order are to be submitted
 to Salem. After approval by the Assistant
 State Highway Engineer, one copy will be
 sent to the Division Engineer and one copy
 to the Resident Engineer.

Project authorization \$10,631,267.16
 Present estimate of project cost, including

\$6,334.00 for work under this order \$10,631,267.16

Expected under-run (amount) 0

Expected under-run (per cent) 0

Space to right of this line
is for use of Salem OfficeSubmitted by: [Signature]
Resident EngineerApproval Recommended: [Signature]
Construction Engineer or
Bridge EngineerApproval Recommended: [Signature]
Division EngineerApproved: [Signature]
Deputy State Highway Engineer,
Assistant State Highway Engineer or
Office Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer

State Printing

5
C

RECEIVED
JAN 20 1972
FORM 8-30

FOR FILE
I 81N-3(24) 354
1110

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
January 17, 1972

SUBJECT:

To: To whom it may concern

Reassignment of Duties
Region 5

F.

Effective January 1, 1972 C. D. Hiatt has been assigned as resident engineer to the Weatherby-Lime Contract No. 7352, and the Olds Ferry-North Fork Jacobsen Gulch Section, Contract No. 7670 to replace E. S. Thompson.

At the same time, Mr. E. L. Scrivner has assumed the duties of resident engineer on the Baldock Slough-Richland Interchange Section, Contract No. 7491, and the Richland Interchange-South Baker Interchange Section, Contract No. 7539. Mr. Scrivner will also continue to act as resident engineer on the Powder River-Baldock Slough Section, Contract No. 7516. It is anticipated that some reassignment of duties on these three sections will be made in the spring. Mr. Scrivner will maintain a staff at the following offices:

City Hall, Baker, OR 97814 - P. O. Box 427
2043 Main, Baker, OR 97814 - P. O. Box 763

All data and correspondence pertaining to the two jobs previously assigned to C. D. Hiatt (Richland Interchange-S. Baker Interchange and Baldock Slough-Richland Interchange sections) should be sent to the first address listed above, P. O. Box 427, Baker, Oregon. All data and correspondence on the Powder River-Baldock Slough Section project should be sent to the second listed address, P. O. Box 763, Baker, Oregon.

NOTED
F. B. KLABOE

W. E. Schwartz
Regional Engineer

By

C. O. Fredrickson

C. O. Fredrickson
Regional Bridge Engineer

RECEIVED
JAN 20 1972
STATE ENGINEER

COF:ph

cc Floyd Query, Administration Section, Maintenance Section, Traffic Section, Design Section, Bridge Section, R/W Section, Construction Section, Metro office, Program & Planning Section, Lab Section.

NOTED
TOM EDWARDS

RECEIVED



**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING

SALEM, OREGON

97310

January 11, 1972

Gibbons & Reed Company
P.O. Box 13388
Portland, OR 97213

NOTED
A. E. JOHNSON

Gentlemen:

Herewith a copy of Division of State Lands Permit No. 658
covering Removal and/or Fill in moving water streams on the Olds
Ferry-N. Fork Jacobsen Gulch Contract No. 7670.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Edwin A. Pease
Construction Office Engineer

EAP:fr
Attachment

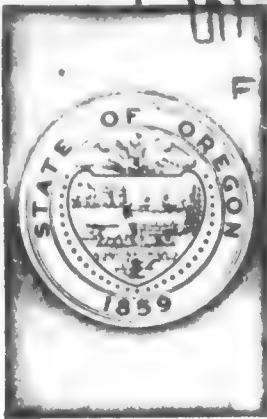
bc: George M. Baldwin
A. E. Johnson
W. E. Schwartz
C. D. Hiatt

Note: Please notify this office as soon as the work under this Permit is
completed so that the Permit may be cancelled.



RECEIVED
JAN 3 - 1972

FOR FILING



**OREGON STATE
HIGHWAY DIVISION**

7670
HIGHWAY BUILDING

Gibbons & Reed Company
P.O. Box 248
Huntington, OR 97907

Attn: Mr. Robert E. Adler

NOTED

A. E. JOHNSON

SALEM, OREGON

97310

December 30, 1971

Serial Letter No. OF-1

Re: Olds Ferry-N. Fk. Jacobsen Gulch Section
Old Oregon Trail Highway
P.A. Project No. I-80N-8(24)354
Contract No. 7670
On-The-Job Training Program

Gentlemen:

This letter confirms my verbal approval given at the preconstruction conference held on December 21, 1971, of your selection of crafts in which ten trainees are to be provided. Your program presented by letter dated December 3, 1971, states the trainees would be furnished in the Ironworker, Carpenter, Piledriver, Laborer, Teamster and Operating Engineer crafts. Approval of these crafts will permit you to commence work under this contract.

Approval of your training program cannot be given, however, until more detailed programs showing the minimum lengths and types of training, such as you show for the Laborers craft, is submitted for the Teamster and Operating Engineer trainees. This will not be required for the Ironworker, Carpenter and Piledriver trainees which are approved programs monitored by the Oregon Apprenticeship Council. Inasmuch as the approximate starting date is June 1, 1972 for the Teamster training, it would be desirable that these programs be submitted by May 1, 1972.

Very truly yours,

F. D. Morgan
Construction Engineer

By

M. D. Glenn
E.E.O. Engineer

MDG:fr

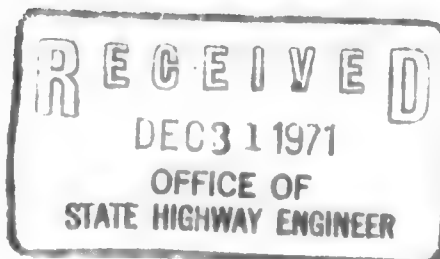
cc: Portland Office

bc: R. E. Simpson w/att.

A. E. Johnson "

H. S. Coulter

C. D. Hiatt





GIBBONS & REED COMPANY

General Office - Salt Lake City, Utah

P.O. Box 248 - Huntington, Oregon 97907

3 December 1971

REPLY TO:
6405 N. E. GLISAN
POST OFFICE BOX 13388
PORTLAND, OREGON 97213
TELEPHONE (503) 234-9681

Serial Letter No. OF-1

Oregon State Highway Department
359 S.W. 4th Avenue
Ontario, Oregon

Attention: Mr. E. S. Thompson, Resident Engineer

Re: Olds Ferry - No. Fork Jacobsen Gulch Section
Old Oregon Trail Highway
F.A. Project No. I-80N-8(24)354
Contract No. 7670

Gentlemen:

We offer the following training and promotion program as required in the Special Provisions for the above named project, pages a, b, and c of the Supplemental Required Contract Provisions - Federal Aid Contracts.

Trainee No. 1: Ironworker

Approximate starting date May 1, 1972

Training:

Per current State of Oregon apprenticeship council approved standards.

Payment:

Rates according to approved current apprenticeship program and/or in accordance with contract specifications.

Training Period:

Approximate 2 months under existing program. Trainee will work under the direction of ironworker foreman and related crafts on the project. He will be trained in all aspects of the trade, as it pertains to construction of highway structures, in an attempt to give him a well rounded program which would be in the best interests of the trainee. This trainee will be employed by our subcontractor, Mercer Steel, Inc.

RECEIVED
DEC 10 1971
E. S. THOMPSON
RES. ENGR.

Trainee No. 2: Carpenter

Approximate starting date March 1, 1972

Training:

Per current State of Oregon apprenticeship council standards.

Payment:

Rates according to approved current training program and/or in accordance with contract specifications.

Training Period:

Approximate 5 months under existing program. This period could be interrupted with a layoff of several months. Trainee will work under the direction of carpenter foreman and related crafts on the project. He will be trained in all aspects of the trade, as it pertains to construction of highway structures, in an attempt to give him a well rounded program which would be in the best interests of the trainee.

Trainee No. 3: Piledriver

Approximate starting date March 1, 1972

Training:

Per current State of Oregon apprenticeship council approved standards.

Payment:

Rates according to approved current training program and/or in accordance with contract specifications.

Training Period:

Approximate 2 months under existing program. This period will probably be interrupted with a layoff of several months. Trainee will work under the direction of piledriver foreman and related crafts on the project. He will be trained in all aspects of the trade, as it pertains to construction of highway structures, in an attempt to give him a well rounded program which would be in the best interests of the trainee.

Trainee No's. 4, 5, 6, 7, and 8

Approximate starting dates: No's. 4 and 5 January 3, 1972
No's. 6, 7, 8 March, 1973

Training: Class I Laborer

3 December 1971
Serial Letter No. OF-1

Training Schedule:

Laborer Training School, Camp Rilea, Oregon. No's. 4 and 5 begin 5 weeks instruction sponsored by the contractor January 3, 1972, Stipend \$55.00 per week from training trust plus board and room and one round trip bus fare.

No's. 6, 7, and 8 begin same program March, 1973 with same stipend provisions.

Instructions:

	Hours
1. First Aid	10
2. Safety and flagman certification	14
3. Operate power buggies and vibrators, learn tool and material identification	44
4. Drilling and blasting	50
5. Hand operated power tools	38
6. Utility construction (pipe lines, manholes, sewer shoring and grade checking	44
Sub Total	200 Hrs./Man

Work Schedule:

On the job training will begin upon completion of school about February 7, 1972 for No's. 4 and 5 and about April, 1973 for No's. 6, 7, and 8. No's. 4 and 5 will be employed by Gibbons and Reed Company. No's. 6, 7, and 8 will be working for our subcontractor, L. W. Vail Company.

Payment:

Rates according to approved O.S.H.D. and F.H.W.A. program and/or in accordance with contract specifications.

On the Job Training:

No's. 4 and 5

	Hours
1. Flagging	50
2. Grade Checking	90
3. Pipe Laying	200
4. Drilling	100
5. Blasting	100
6. Crushing	260
Sub Total	800/Trainee

Grand Total *1,000
(*or duration of contract)

3 December 1971
Serial Letter No. OF-1

No's. 6, 7, and 8

1. Base coarse placement
2. Grade checking
3. Asphalt Paving

Hours

300

100

400

Subtotal

800/Trainee

Grand Total

*1,000

(* or duration of contract)

Trainee No. 9: Teamster

Approximate starting date June 1, 1972

Training:

Per agreement with Joint Council of Teamsters No. 37. We propose to furnish the trainee with any kind of driving experience available. This might vary, depending on the individual, from flatbeds to off-highway trucks.

Payment:

In accordance with contract specifications.

Training Period:

Approximate 5 months under above stated program. Trainee will work under related craft foreman. He will be trained in all aspects of the trade, as it pertains to highway construction, in an attempt to give him a well rounded program which would be in the best interests of the trainee.

Trainee No. 10: Operating Engineer

Approximate starting date February 1, 1973

Training:

Per current A.G.C. - International Union of Operating Engineers
Local No. 701 Joint Training Program.

Payment:

Rates according to approved Joint Training Program and/or in accordance with contract specifications.

Training Period:

Approximately 5 months under existing training program. Trainee will work under direction of operating engineer foreman and related crafts on the project. He will be trained in all aspects of the trade, as it pertains to highway construction, in an attempt to give him a well rounded program which would be in the best interests of the trainee.

Mr. E. S. Thompson
Oregon State Highway Department

- 5 -

3 December 1971
Serial Letter No. OF-1

As mentioned in articles for trainee No. 2 and No. 3 the "staged" nature of this contract makes it difficult to assure continuous training. Be assured, however, that we will make every effort to keep such interruptions to a minimum. We trust this Training and Promotion program will meet with your approval and we are anticipating the improvement that programs of this nature should bring to our industry.

Very truly yours,

GIBBONS AND REED COMPANY



R. E. Adler
Project Superintendent

WG/REA/sh
cc: J. R. Schwab
District Office

RECEIVED
DEC 14 1971

FOR FILING

I-80N-8(24)354
7670

December 14, 1971

Gibbons and Reed Company
P. O. Box 13300
Portland, Oregon 97213

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7670 for work on
the Olde Ferry-North Fork Jacobson
Culch Section of the Old Oregon
Trail in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

k1
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

bc F. D. Morgan
I. D. Marchant
L. H. Young
Attn: Vince Gallagher
H. S. Coulter
E. S. Thompson



RECEIVED
DEC 1 1971

FOR FILING

GIBBONS & REED COMPANY

General Office — Salt Lake City, Utah

files

REPLY TO:

828 WEST 9TH NORTH
POST OFFICE BOX 2429
SALT LAKE CITY, UTAH 84110
TELEPHONE 359-8641

CONTRACTORS



December 8, 1971

7-2111-7(34) 751
7670

Mr. Floyd Query, Secretary
Department of Highways
State Highway Building
Salem, Oregon 97310

- Re: Authority to execute contract on
Olds Ferry-North Fork Jacobsen Gulch,
Old Oregon Trail Highway, Malheur County
Bid November 18, 1971

Dear Mr. Query:

Attached is Certificate of Resolution verifying the authority of
Mr. Adrian V. Toolson, Vice President of Gibbons and Reed Company,
to execute captioned contract.

Should you require any additional information or verification,
please advise.

Yours very truly,

GIBBONS AND REED COMPANY

P. M. Gibbons
Secretary

PMG:dh

Enc.

CC: Bob Westermann

NOTED
FLOYD QUERY

Looks ok - file in safe

Orig letter in safe
JK
fr



CERTIFICATION OF RESOLUTION

It is hereby resolved that A. V. Toolson, Vice President, be and is hereby authorized to execute for and on behalf of this Corporation deeds, mortgages, or other transfers of real property, bills of sale, contracts, mortgages, or other transfers of personal property belonging to or in which this Corporation has any interest; to borrow money for and on behalf of this Corporation and to execute and deliver any and all documents necessary or property to evidence such indebtedness; and to execute for and on behalf of this Corporation any and all construction contracts, subcontracts, joint venture agreements, agreements, releases, and any other documents relating to the conduct of the business of the Corporation.

CERTIFICATE

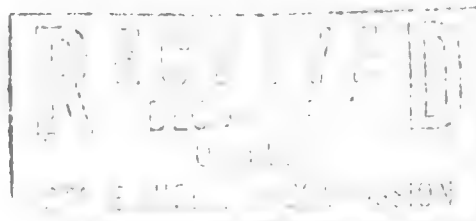
The undersigned hereby certifies that he is the Secretary of Gibbons and Reed Company, a Corporation of the State of Utah; that the foregoing is a true copy of a Resolution, adopted by the Board of Directors of said Corporation at a Directors' meeting duly called and held on the 24th day of March, 1958, at which meeting a quorum of the Board of Directors was present and voted thereon and that said Resolution is in full force and effect.


Secretary

STATE OF UTAH)
) ss.
COUNTY OF SALT LAKE)

On the 8th day of December, 1971, personally appeared before me, P. M. Gibbons, who being by me duly sworn, did say that he is the Secretary of Gibbons and Reed Company and acknowledged to me that he executed the foregoing instrument.


Notary Public
Residing in Salt Lake City, Utah
My commission expires August 4, 1974



RECEIVED
DEC 7 - 1971

FOR FILING

I-SCN-2(24)354
7670

December 7, 1971

Gibbons and Reed Company
P. O. Box 2429
Salt Lake City, Utah 84110

Attention: Mr. Emery Carter
Executive Vice President

Gentlemen:

This is in response to your inquiry as to what procedure is required to file securities with the Highway Division in lieu of retainage.

This question was referred to our Chief Counsel who in turn advised me that the matter would be worked out between our Controller, Mr. V. E. Skoog, and the State Treasurer. It is my understanding that they are now working on the matter.

If early information is necessary, it might be helpful if you would tell us what kind of securities you propose to deposit. I don't know how soon the general information will be available, but it will be as soon as the details can be worked out.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:dr

cc V. E. Skoog
Robert W. Straub

RECEIVED
NOV 20 1971

I-80N-8(24) 224
7670

November 26, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Confirmation of your tentative concurrence as of November 22, 1971, is requested in the award of contract for the Olds Ferry-N. Fk. Jacobsen Gulch Section, Project No. I-80N-8(24)354.

The contractor receiving the award is Gibbons and Reed Co., in the amount of \$9,199,815.25 with Contract No. 7670 assigned. This bid was received on November 18, 1971, and awarded November 24, 1971.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by FPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer
ORIGINAL SIGNED BY
By L. H. YOUNG

Federal Highway
Administration endorsement.

L. H. Young
Program and Planning Engineer

Date _____
I concur in the award.

R. E. Simpson
Division Engineer

DAR:dg

RECEIVED
NOV 30 1971

FOR FILING

I-30N-6(49)271
7670

October 26, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Complete P.S. & E. documents have been submitted to your department for each of the following federal-aid projects, and accordingly we are requesting your authorization to advertise for bids to be received on November 18, 1971.

I-5-6(7)309	Jantzen Beach Interchange Section
I-30N-6(49)271	Ladd Canyon Section
I-30N-7(36)330	Nelson Point-Line Section
I-30N-8(24)354	Olds Ferry-N. Ek. Jacobson Gulch Section
ER-229(1)	Smyer Rapids and Elkton Slides

Compliance with paragraph 16 of PPI 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on these projects.

In compliance with Mr. Whitten's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right of way and utility-railroad status reports which contain proper certifications as required by PPI 21-12 and IM 30-1-63.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:js

RECEIVED
OCT 29 1971

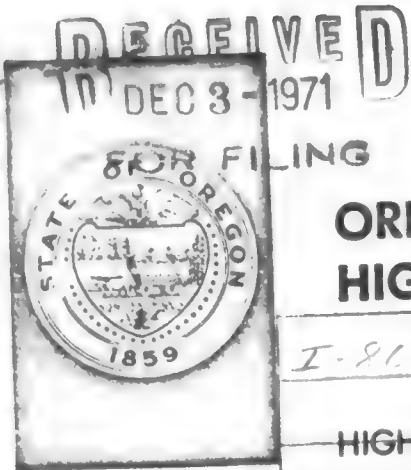
10-20-71

FOR FILING

FORM PR-1240 (Rev. 6-68)		U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS		FEDERAL AID PROJECT NO. 1-80N-8(24)354	
LETTER OF APPROVAL AND/OR AUTHORIZATION				STATE PROJECT NO. OLDS FERRY-NFORK JACOBSEN	
FROM: 7670 R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON		PROGRAM NO. ITEM NO. 1-646		COUNTY NAME GULCH SECTION MALHEUR PROGRAM STAGE (Check) ☐ 1 ☒ 2	
TO: MR. R. L. PORTER STATE HIGHWAY ENGINEER SALEM, OREGON <i>Klaboe Copy Edus 10-29-71 10-28 Young W. enc.</i>					
DATE PS&E APPROVED OCTOBER 20, 1971		DATE AUTHORIZATION EFFECTIVE OCTOBER 20, 1971		FEDERAL ROUTE NUMBER INTERSTATE ROUTE 80N STATE ROUTE NUMBER OLD OREGON TRAIL HIGHWAY ROUTE 6	
LIMITS OF AUTHORITY AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF \$50,000.00; ON THE JOB TRAINING IN THE AMOUNT OF \$8,000.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF \$20,000.00 AS SHOWN IN YOUR ESTIMATE.					
YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW					
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY		☐ ACQUISITION OF RIGHT-OF-WAY			
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION		☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS			
☒ OTHER (Specify) CONTRACTOR'S FLAGGING \$50,000.00 ON THE JOB TRAINING 8,000.00 TEMPORARY EROSION CONTROL 20,000.00		☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS			
REMARKS MR. YOUNG'S OCTOBER 12, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED. A SIGNED COPY OF THE TITLE SHEET IS RETURNED HERewith. FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 - "FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.					
DATE 10-26-71		SIGNATURE OF APPROVING OFFICIAL <i>[Signature]</i>		TITLE DIVISION ENGINEER	

RECEIVED
OCT 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FOR FORWARD



OCT 20 1971

RECEIVED
FISH COMMISSION

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING

7670

Director _____
Asst. Director _____
Fiscal Officer _____
Asst. _____
Auditor _____
Licenses _____
Fish Culture _____
Research _____
Eng. SALEM, OREGON _____
Water Res. _____
Info-Ed. _____

97310 • Phone 364-2171

October 19, 1971

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

RECEIVED

OCT 26 1971

DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To _____
Bring Up _____
Other _____

Dear Sir:

To comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963, herewith preliminary plans for the following projects scheduled for contract letting November 18, 1971:

cc's sent 12/2/71

F. B. Klaboe

L. H. Young
W. J. Hart (3)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (3)
R. L. Schroeder (2)
C. T. Keasey (2)
H. S. Coulter (2)

1 Olds Ferry-North Fork Jacobsen Gulch Section
Old Oregon Trail Highway, Malheur County

2 N. E. Marine Drive-N. E. Holman Street Section
East Portland Freeway Highway, Multnomah County

3 Sawyer Rapids and Elkton Slide Sections
Umpqua Highway, Douglas County

Your special attention and recommendations will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By Frank L. Hall
Frank L. Hall
Design Engineer



SNR 10-21-70
Attach

Dear Frank

#2 & #3 indicate no stream conflicts

#1 see attached SNR to Land Board re: project.

Burt Carnegie



DIVISION OF
STATE LANDS

OFFICE OF THE DIRECTOR

502 WINTER STREET NE. • SALEM, OREGON • 97310 • Phone 378-3805

RECEIVED
OCT 22 1971
DIVISION OF STATE LANDS

NOV 30 1971

OCT 20 1971

October 5, 1971

OREGON STATE
LAND BOARD

TOM McCALL
Governor

CLAY MYERS
Secretary of State

ROBERT STRAUB
State Treasurer

WILLIAM S. COX
Director

TO: Natural Resource Agencies
FROM: Division of State Lands
SUBJECT: Highway Division Removal & Fill Permit

Attached is another removal and fill permit application for a State Highway Project. These applications have not been filled out completely because not all of the information is known at this time. The applications are being circulated to the agencies now so that agency recommendations (ie. time of removal/fill; method of removal/fill) can be incorporated into the permit application.

The actual permit will ultimately be issued to the successful bidder, but, prior to issuance, the completed application will be recirculated to agencies for final comment. In the meantime, the Highway Division wishes to know what general requirements will be necessary so that the bidders have the best information available on what will be required of them.

We wish to emphasize that our document to Highway will constitute preliminary approval of the general project only. More specific comments will be sought after the successful bidder is known and those recommendations incorporated in the final form permit, possibly a few months from now.

S.N.R. 10-21-71

The project is located above the reach of anadromous fish but we are still interested in maintaining good water quality in the streams for the resident fish that utilize that stretch of stream system. Disturbance to stream & minimum channel changes should have a high priority. Construction work should be done during low water periods.

Burt Carnegie Fish Commission
Hydraulic Eng'r.



RECEIVED
OCT 22 1971

**OREGON STATE
HIGHWAY DIVISION**

I-80N-8(24)354

7670
HIGHWAY BUILDING

• SALEM, OREGON

• 97310 • Phone 364-2171
October 19, 1971

Mr. John McKean
State Game Director
Oregon State Game Commission
Post Office Box 3503
Portland, Oregon 97208

Attention: Mr. R. O. Koski

Dear Sir:

To satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963, herewith preliminary plans for the following projects scheduled for contract letting November 18, 1971:

Olds Ferry-North Fork Jacobsen Gulch Section
Old Oregon Trail Highway, Malheur County

N.E. Marine Drive-N.E. Holman Street Section
East Portland Freeway Highway, Multnomah County

Sawyer Rapids and Elkton Slide Sections
Umpqua Highway, Douglas County

Your special attention and recommendations will be appreciated.

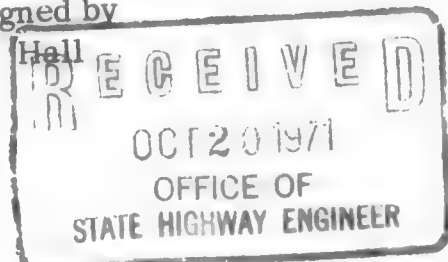
Very truly yours,

cc: F. B. Klaboe
L. H. Young
W. J. Hart (3)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (3)
R. L. Schroeder (2)
C. T. Keasey (2)
H. S. Coulter (2)

R. L. Porter
State Highway Engineer

By Original signed by
Frank L. Hall

Frank L. Hall
Design Engineer



OFFICE

FOR FILING

IN N-1124
7676

October 12, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Complete P.S. and E. documents have been submitted to your department for each of the following Federal-aid Projects, and accordingly, we are requesting your authorization to advertise for bids to be received on November 18, 1971. Please expedite this authorization to obligate funds.

I-80N-6(49)271	-----	Ladd Canyon Section
I-80N-8(24)354	-----	Olds Ferry-H. Ek. Jacobson Gulch Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on these projects.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

Mr. R. E. Simpson
October 12, 1971
Page 2

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPH 21-12 and IM 80-1-63.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

RECEIVED
JUN 21 1971

FOR FILING

I-80N-8(24)354
7670

June 17, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Federal-Aid Projects
Conditionally Approved for P.S. & E.

Dear Sir:

We intend to submit P.S. & E. documents or modification of project agreements for the following federal-aid projects for conditional approval as set forth in your memorandum of June 4, 1971, subject to release of obligational authority by the Washington, D.C. office for fiscal year 1971, and we desire the projects to be funded in the priority as listed hereinafter.

- | | |
|----------------|---|
| Priority No. 1 | Project I-80N-8(24)354 "Olds Ferry-North Fork
Jacobson Gulch Section" (construction) |
| Priority No. 2 | Project I-205-7(7)308 "S. E. Grant Street-S. E.
Holgate Blvd. Section" (ROW) |
| Priority No. 3 | Project I-80N-6(49)271 "Ladd Canyon Section"
(construction) |
| Priority No. 4 | Project I-205-7(6)307 "S. E. Holgate Blvd.-
S. E. Duke Street Section" (ROW) |
| Priority No. 5 | Project I-80N-6(45)256 "La Grande Section"
(construction) |
| Priority No. 6 | Project I-80N-1(28)07 "W. E. Siskiyou Street-
N. E. Glisan Street Section" (ROW) |
| Priority No. 7 | Project I-80N-3(60)109 "Rufus Interchange Section"
(construction) |

Mr. R. E. Simpson
June 17, 1971
Page 2

Priority No. 8 Project U-168(25) "Ross Island Bridge-Roadway
Street Section" (construction)

Priority No. 9 Project I-5-5(50)250 "Battle Creek Interchange
(Salem)" (construction/safety)

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
L. H. Young
F. L. Hall
R. N. Chase

RNC:ia

RECEIVED
JUN 21 1971

FOR FILING

I-86N-8(24) 254
7670

June 17, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97300

Dear Sir:

Complete PS & E documents have been submitted to your department for each of the following federal-aid projects, and accordingly we are requesting your authorization to advertise for bids in accordance with your memorandum dated June 4, 1971.

I-80N-6(45)256

La Grande Section (UPPER O'ring)

I-80N-8(24)354

Olds Ferry-N. Fk. Jacobsen Gulch Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachment
DAR:jbb

FORM PR-48
(REV. 7-67)

TRANSACTION NUMBER 6-21

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT
OREGON
DATE
6-7-71

BY (Signature)
MR. YOUNG'S MAY 17, 1971 LETTER

TITLE
PROGRAM & PLANNING ENGINEER

OTHER IDENTIFICATION AND/OR REMARKS (Show)

CLASS OF FEDERAL FUNDS
☒ FAL ☐ FAP ☐ FAV ☐ FAS ☐ OTHERS

STAGE 1		STAGE 2		FEDERAL FUNDS	LOCATION	WORK
ITEM NOS.	THRU	ITEM NOS.	THRU			
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST			
046	1-80N-8(24)354	12.45	8,850,000	8,165,000	OLDS FERRY - NORTH FORK JACOBSEN GULCH SECTION.	GRADE, DRAIN, HIGH TYPE PAVEMENT, TWO STRUCTURES SIGNS, ILLUMINATION AND FRONTAGE ROADS.

6-7-71

Approved
6-9-71

KLADAN
6-9-71

NOTED
JUN 10 1971

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY PREPARATORY WORK FOR THE ADJUSTMENT OF UTILITIES.

JUN 16 1971
FOR FILING

7670

RECOMMENDED

APPROVED

DATE
6-7-71

SIGNATURE AND TITLE
R.E. SIMPSON, DIVISION ENGINEER

* Program approval and only authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

RECEIVED
MAY 17 1971

FOR FILING

T-80N-8(24)354
7670

May 17, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one Interstate project, Item No. 646, Project No. I-80N-8(24)354, Olds Ferry-R. Fork Jacobson Gulch Section, which we desire to have included in the federal-aid Interstate program.

State and District Clearinghouse review of this project is not required under the provisions of paragraph 2(b) of IM 50-1-70, per FHWA memorandum of February 19, 1970, as a substantial amount of right of way was acquired prior to September 30, 1969.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encs.

JG:ia

MONTHLY TRANSACTION NO.				FORM PR-1 (REV. 4-61)				FEDERAL-AID P (PPM)			
DATE SUBMITTED TO W.O.				5-17-71							
CARD 2	REPORT NUMBER 1		PROJECT LOCATION (45 typewriter spaces) I-80N 6.6 mi. NW of Ontario NW 12.45 mi.				ADT	PRESENT 2,600		FUTURE 4,200	
		(19)	(20)	21			63			(66)	(70) (71)
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., High-Type Pave., 2 Strs.				NATL. FOREST	FM ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUT.
		26	62	(63)	(65)	(66)	(68)	(69)	(70)	(71) (72)	(73) (74)
CARD 4	CLASS OF FEDERAL FUNDS Interstate								COUNTY NAME		
NAME OF URBAN AREA								ROUTE NO. I		FEDERAL-AID I-80N	
		17-31									
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST		FEDERAL FUNDS
		(1418)	(16)	41	42	43			(54)	(58) (59)	(66) (67)
5					PE		I-80N 6.6 mi. NW of Ontario NW 12.45 (Olds Ferry-N. Fk. Jacobsen Gulch Sec.)				
5					ROW						
5					CONST (CODE)						
								12.45	8,850,000	8,165,000	
								12.45	8,850,000	8,165,000	
CARD 1	CODE 1		PREPARED BY				PROJECT TOTALS				
		1	14	PROGRAM APPROVAL DATES						(16)	(23) (24)

FEDERAL-AID PROGRAM DATA (PPM 21-1)

5-17-71

5 mi.

ADT

PRESENT
2,600

FUTURE
4,200

YEAR
91

REGION
08

STATE NAME
Oregon

STATE
CODE
35

APPN
CODE
042

ITEM
NO.
646

SUPV AGENCY

DA CLASSIF.

DA AREA

EMERG. YR.

PL. AUTH YR

PREFIX LETTER(S)

PROJECT NUMBER
I- 80-8

SEQ. NO.
(24)

I. Projects Only
POST MI. DESIG.
354 N

CODE
045

PROGRAM STAGE

☐ 1 OR ☒ 2

COUNTY NAME
Malheur

STATE

U.S.

I-80N

ROUTE
NO. I

FEDERAL-AID
I-80N

STATE
6

ESTIMATED PROJECT COST BY PHASES

CHARACTER OF
PROPOSED WORK
(Full description)

MILES

TOTAL
ESTIMATED
COST

FEDERAL FUNDS

STATE FUNDS

OTHER FUNDS

Gr., dr., 4-12' lanes
H.T. pave., with 10'
R. and 6' L. shldr.
var. median (106'
normal), 2 str.
(length 354'), rev.
illum. at 1 intchge.
traffic signs &
const. 22' front. rds.

ROW - 375' min.;
Access control - full;
Parking restrictions -
complete; Utilities -
adj. required incl.
preparatory work.

12.45

8,850,000

8,165,000

685,000

12.45

8,850,000

8,165,000

685,000

PROJECT
TOTALS

REMARKS

Additional data: Items 203 and 489; Projects
I-80N-8(11)353 and I-80N-8(15)354, respectively.

-over-

OLDS FERRY-N. FORK JACOBSEN GULCH SECTION
Project No. I-80N-8(24)354

Remarks - continued.

Project Data: The project consists of grading and draining, 4-12' lanes of high-type pavement with 10' R. and 6' L. shoulders and a variable median (106' normal). Construction of one single and one twin structure as tabulated below under "Structures". Revision of illumination at Olds Ferry Intchge., construction of 22' frontage roads and installation of traffic signs.

Roadway: Type Code 6203; AC pave. with bit. admixture in base.

Structures:

<u>Mile Point</u>	<u>Description</u>	<u>Type Code</u>	<u>Est. Cost</u>
0.00	Northerly end of project		
0.48	Olds Ferry Intchge.; Br. No. 8083A, hwy. over hwy.; prest. beams; L. 218'; H.C. 88'.	X281	\$390,000
6.45	Moore's Hollow Intchge.; Br. Nos. 9838 & 9838A; hwy. over hwy.; twin reinf. conc. slab; L. 136' ea.; H.C. 42' ea.	X220	210,000 \$600,000
	Str. total est. cost		

Utilities: Adjustment of the following (Type Code Y060):

Idaho Power Company \$60,000

Public Hearing, Location/Design Approval: Requirements of PPM 20-8 have been complied with per FHWA memorandum of May 20, 1969.

State and District Clearinghouse Review: Exempt under paragraph 2(b) of IM 50-1-70, per FHWA memorandum of Feb. 19, 1970, as a substantial amount of right of way was acquired prior to September 30, 1969.

Unusual Circumstances: It is the Highway Division's present intention to require 9 trainees, as set forth in FHWA Order, Interim 7-2(2), on this project.

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: January 29, 1971

In reply refer to: 08-35-EC

TO: Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Design Approval under PPM 20-8

Reference is made to Mr. Young's January 13 letter in which he discusses the above subject as it related to a list of 26 Federal-aid projects. With regard to the first point raised in that letter we concur that a design approval for the construction of a section of highway would include all the elements necessary to complete the improvement even though some may be accomplished later under separate contracts. This remains true, however, only if the elements involved are those normally associated with that type of improvement and the proposed improvement remains essentially the same as that originally approved.

We have examined our records for each of the 26 project sections listed in the above-mentioned letter and concur that either design approval has been given or the project had developed beyond design approval stage prior to the effective date of the current PPM 20-8, and no further action is required except as noted below.

In the North Tigard Interchange - South Tigard Interchange Section the area involving the North Tigard Interchange was excluded from design approval.

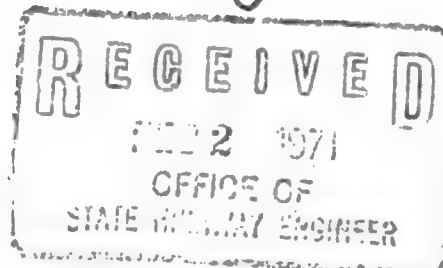
In addition major revisions under consideration at the Haines Road Interchange may require additional design approval.

2-2-71

REFERRED TO

[Signature]
By: State Highway Engineer

NOTED
TOM EDWARDS



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 15 1971

January 13, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Design approval was granted by the Federal Highway Administration for the following projects on the dates as listed; we hereby request your concurrence that this approval included landscaping and other minor work (such as lighting, signing, screening and sound barriers), although this work may be done by separate contract immediately following completion of construction and as financing permits.

The proposed work is stage construction required to complete the sections of highway as scheduled for construction and this anticipated future work is necessary to improve the esthetics, maintain safety standards and protect the environment.

We further request your concurrence that the requirements of PNM 20-8 were fulfilled in obtaining design approval for the following sections and that the above-mentioned work was included; consequently, no further action is required.

We also request your concurrence that, inasmuch as this work is considered stage construction and no additional right of way is required, the subject projects are exempt from State and Regional Clearinghouse review under paragraph 2b of IM 50-1-70.

We trust the included information is sufficient for you to grant the requested concurrences for the proposed projects.

Richland Interchange-S. Baker Interchange Section, Old Oregon Trail Highway, Baker County — Design approval received on May 13, 1969.

West Fremont Interchange (Unit 2) Section, Stadium Freeway, Multnomah County — Design approval concurred in letter of November 18, 1970.

Mr. R. E. Simpson
January 13, 1971
Page 2

E. Unit, Pendleton-Emigrant Hill Section, Old Oregon Trail Highway, Umatilla County -- Design approval received April 7, 1969.

Columbia County Line-Burlington Section, Columbia River Highway -- Design approval received November 17, 1969.

N.E. 60th Ave.-Cascadia Highway Section, N.E. Portland Highway, Multnomah County -- Design approval received May 27, 1970.

Hayesville Interchange-Battle Creek Section, Pacific Highway, Marion County -- Design approval received March 26, 1970.

Jumpoff Joe Creek-Grants Pass Section, Pacific Highway, Josephine County -- Design approval received Feb. 13, 1970.

Battle Creek-Talbot Road Section, Pacific Highway, Marion County -- Design approval received February 13, 1970.

S. Tigard Interchange-East Portland Freeway Interchange Sec., Pacific Highway, Washington and Clackamas Counties -- Design approval received August 9, 1970.

Jantzen Beach Interchange-Columbia Slough Bridge Section, Pacific Highway, Multnomah County -- Design approvals received July 1, 1970 and August 31, 1970.

Park St.-Tolman Creek Road (Ashland) Section, Green Springs Highway, Jackson County -- Design approval received May 15, 1970.

North Tigard Interchange-South Tigard Interchange Section, Pacific Highway, Multnomah and Washington Counties -- Design approval received August 19, 1970.

Woodburn Interchange-Hayesville Interchange Section, Pacific Highway, Marion County -- Design approval received September 2, 1970.

Mr. R. E. Simpson
January 13, 1971
Page 3

Garden Valley Road-Fairgrounds Interchange Section, Pacific Highway, Douglas County — Design approval received July 2, 1970.

South Medford Interchange-South Ashland Interchange Section, Pacific Highway, Jackson County — Design approval received October 26, 1970.

La Grande-Ladd Canyon Section, Old Oregon Trail Highway, Union County — Design approval received May 13, 1969.

Ladd Canyon Section, Old Oregon Trail Highway, Union County, Design approval received May 13, 1969.

Ladd Canyon-North Powder Section, Old Oregon Trail Highway, Union County — Design approval received May 13, 1969.

Olds Ferry-North Fork Jacobsen Gulch Section, Old Oregon Trail Highway, Malheur County — Design approval received May 20, 1969.

North Fork Jacobsen Gulch-North Ontario Interchange Section, Old Oregon Trail Highway, Malheur County — Design approval received May 20, 1969.

Forest Grove Section, Tualatin Valley Highway, Washington County — Design approval received July 23, 1969.

Chemawa Road-Hayesville Section, Pacific Highway East, Marion County — Design approval received December 1, 1969.

Rickreall-Independence Jct. Section, Willamina-Salem Highway, Polk County — Design approval received January 8, 1970.

Winston-Shady Section, Coos Bay-Roseburg Highway, Douglas County — Design approval received May 1, 1970.

Band E.C.L.-Ward Road Section, Central Oregon Highway, Deschutes County — Design approval received August 13, 1970.

East Front Interchange Section (Units "A", "B", "C"), Stadium Freeway Highway, Multnomah County — Design approval concurred in and received April 16, 1968.

Mr. R. E. Simpson
January 13, 1971
Page 4

Attached for your convenience in identifying the project sections is a copy of our current Tentative Schedule of Contract Lettings.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

DAR:ia

cc: F. B. Klaboe
Frank Hall
R. W. Ellison
R. N. Chase
B. L. Gifford

Form FHWA-121 (12-67)
RECEIVED
DEC 18 1970
UNITED STATES GOVERNMENT
Memorandum
FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-80N-8(24)354
TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant
7610
FROM : Mr. E. Simpson, Division Engineer
Salem, Oregon

DATE: December 9, 1970

In reply refer to: 08-35.6

SUBJECT: Oregon Project I-80N-8()354
Olds Ferry Interchange Bridge 8083A

We have reviewed the revised foundation plans and the bridge plans
submitted with Mr. Porter's letter of November 30 and have no comments.

*Orig to Merchant
12-10-70*

NOTED
A. E. JOHNSON

NOTED
JOM EDWARDS

RECEIVED
DEC 10 1970
OFFICE OF
SPECIAL INVESTIGATIONS



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN



RECEIVED
DE OREGON STATE
HIGHWAY DIVISION

Conrad
HIGHWAY BUILDING • SALEM, OREGON • 97310

Old Ore L. November 30, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

Attention Mr. Herbert A. Schell, Jr.

A. E. JOHNSON

Dear Mr. Simpson:

Olds Ferry Interchange
Olds Ferry-N. Fork Jacobson Gulch Sec.
Old Oregon Trail Highway
Malheur County Bridge 8083A

Enclosed are two prints each of drawings numbers 26786 through 26793, the detailed drawings for the Olds Ferry Interchange. Also enclosed are two copies of the Foundation Engineer's report for the site.

A schedule date for the taking of bids on this project has not been set.

These plans are being sent to you as an advance submission for your review.

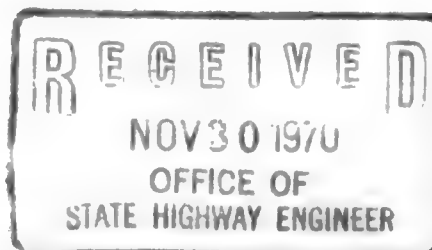
Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

WJH:dh
Enclosure

cc A. E. Johnson
L. H. Young
V. E. Skoog



RECEIVED
JUL 28 1970

Form FHWA-121 (12-67)
FOR THE UNITED STATES GOVERNMENT

Memorandum

77
J-80N-3624-354
7670

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

Attention: Mr. A. E. Johnson

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-7(-)353
Olds Ferry Interchange
Preliminary Bridge Plans

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: July 15, 1970

In reply refer to: 08-35.6

*Merchant
Please comply*

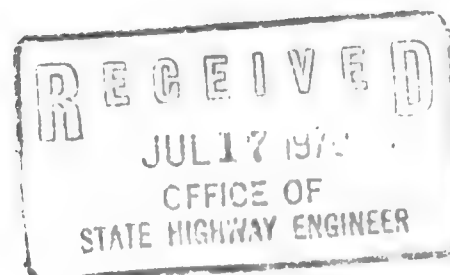
The preliminary bridge plans submitted with Mr. Edwards' July 1 letter are approved.

We find this structure to be a good blend of economics, safety, and aesthetics. We do suggest, however, that you give some thought to scoring or something to break up the large flat areas of the massive abutments.

cc:
Bridge

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 2 - 1970

FOR FILING

I-80N-8(24) 354/
7670

July 1, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Re: Olds Ferry-N. Fork,
Jacobson Gulch Section
Olds Ferry Interchange
Old Oregon Trail Highway
Bridge No. 8083A
Malheur County

Dear Sir:

Enclosed are two prints each of Drawings No. 26431 and 24982, which are the plan and elevation sheet and foundation sheet for the subject project. Also enclosed are two prints of Grading Sheets 2, 2B, 4 and 4B, and two copies of the foundation recommendations.

The structure width, length, and horizontal and vertical alignment are in accord with the grading plans for the project, and the span length provides for present horizontal clearance standards. Three alternate types of structure were considered as follows:

1. Single-span "bulb-tee" prestressed beams on abutments -- Cost, \$391,000.
2. Single-span "post-tensioned" concrete box girder on abutments -- Cost, \$470,000.
3. Three-span reinforced concrete box girder -- Cost, \$405,000.

The costs given are based on estimated quantities and include an allowance for engineering and contingencies. The single-span "bulb-tee" prestressed beam alternate was chosen for economic reasons, as location of the proposed structure does not warrant the additional sums required

Mr. R. E. Simpson
July 1, 1970
Page 2

for the betterment in appearance achieved by the other alternates.

Widening of the existing structures was considered unacceptable because of the substandard deck thickness of six inches and the substandard horizontal clearance to the columns adjacent to "B" Line.

The foundation recommendations are for steel bearing pile footings at Bents 1, 2, and 4 and a spread footing on the basalt rock at Bent 3 with loads up to ten tons per square foot. This is being sent to you as a preliminary submittal for your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

Attachments

bc R. L. Porter
A. E. Johnson
Victor D. Wolfe
Ivan Merchant

JEG:ag ja

RECEIVED
APR 8 1970

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-8(15)354
Olds Ferry - North Jacobson Gulch Section
File 42861, Turner Brothers

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Bureau of Public Roads

Box 300

Salem OR 97308

DATE: March 20, 1970

RECEIVED

MAR 25 1970

DESIGN

DIVISION

NOTED
R. L. PORTER

Mr. Chatwood's letter of March 13 requests approval to allow the property owners to retain a small parcel of land where underground springs in the vicinity of station 223 furnish water for livestock.

It is our understanding that this area is not needed for construction of the off ramp to the Weiser Highway. We have no objection to allowing the grantors to retain this area for transit of cattle and for a stock watering area. In order to prevent the area from developing for commercial purposes or other objectionable activities an easement should be acquired restricting the area as indicated above. At such time as complete plans are developed please submit a revised plan sheet no.3 for approval and for our records.

The cost of the stock pass and any related facilities is to be borne by State funds without Federal participation. It is our understanding that the State will secure reimbursement for this item in its transaction with the property owner. Federal funds will participate in that portion of the right of way settlement covering File 42861 which is supported by the review appraisal and is in the amount of \$3,275. Federal funds will participate in the allowance for fire guard in the amount of \$775 if compensable under State law and if supported in the State's files.

Concerning the Newquist property, File 42860, Federal funds will participate on the basis of the review appraisal which is \$3,650.

NOTE
F. B. KLAN



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 26 1969

FOR FILING

I-80N-8(24)354
7670

August 26, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Oregon Project I-80N-8(-), Olds Ferry-
North Jacobson Gulch Section, Old Oregon
Trail Highway, Gasline Encroachment
Your Reference: 08-35-DA5

The apparent conflict between the existing El Paso
Natural Gas Company pipe line and proposed right-of-way
that was the subject of your August 19 letter has been cor-
rected by changing the width of right-of-way taking to keep
the pipe line out of the right-of-way area.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
L. H. Young
T. W. Litchfield

FLH:bdr srb

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Bureau of Public Roads

Box 300

Salem OR 97308

DATE: August 19, 1969

In reply refer to: 08-35-DA5

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. T. W. Litchfield.

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-8(-)
Olds Ferry - North Jacobson Gulch Section
Old Oregon Trail Highway
Gasline Encroachment

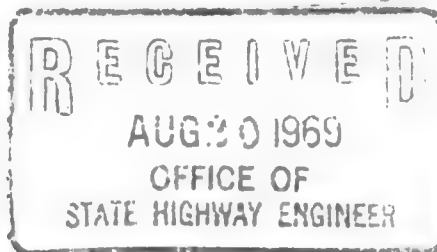
Reference is made to Mr. Litchfield's July 30, 1969 letter concerning a proposed conflict between the existing El Paso Natural Gas Company pipeline easement and the future highway right of way (Sta 335±).

It appears that some effort should be made toward exploring the possibility of shifting the right of way line in this area to exclude this conflict. It would seem that if the access control line can be shifted perhaps this right of way is not really needed. Compliance with all the requirements as set forth by the utility company does not leave much usefulness in land for highway purposes.

Of course a shift in access control line could be made but only after all other alternatives have been exhausted.

Routing		Trout <i>✓</i>
<i>1</i> Barbee	RECEIVED AUG 21 1969 DESIGN DIVISION	Wills
<i>2</i> Hall <i>✓</i>		Hackleman
A. Olson		Scott
Sample		R. Olson
Terpin		Carstensen
Swenson		

Young
Barbee
Litchfield



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 13 1969

COMMISSIONERS
LENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID E. SIMPSON, MEMBER
PENDLETON

Madison Bruno, Member
Portland

80N-8(24)354
7670



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 7, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Olds Ferry Int.-N. Fk. Jacobsen Gulch Sec.
I-80N-8()354 and N. Fk. Jacobsen Gulch-
N. Ontario Int. Section I-80N-8()367
Old Oregon Trail Highway
Malheur County

Dear Sir:

We hereby request your concurrence that hearings are not required and we also request your design approval of the subject projects which are scheduled for our January 29, 1970 contract bid opening according to the Oregon State Highway Department Schedule of Contract Lettings, issued April 15, 1969. The requests are based on the following information:

1. Right-of-way acquisition, under Project No. I-80N-8(15)354, was authorized 100% by your letter of August 29, 1968, which permitted acquiring the balance. At present 54% of the parcels have been acquired.

2. Interchange layouts are approved according to the following tabulation:

- (A) Olds Ferry Intch. by G. R. Brooks March 27, 1967
- (B) Moores Hollow Intch. by G. R. Brooks February 26, 1968
- (C) Stanton Blvd. Intch. by G. R. Brooks November 30, 1966

3. Road plans for N. Fk. Jacobsen Gulch-N. Ontario Intch. Section are 100% complete and were sent to you July 1, 1967. Road plans for Olds Ferry Intch.-N. Fk. Jacobsen Gulch Section are 85% complete and accompanying this letter is one set of plans for each of the projects for your review.

We believe it is evident from the foregoing facts that the projects had progressed by January 18, 1969 beyond the point where you would have given design approval if we had been operating under the provisions of PFH 20-8, therefore we are of the opinion hearings are not required.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer



JG:jb

Enc.

cc: F. B. Klaboe ✓ D. J. Barbee
R. W. Ellison B. L. Gifford
R. N. Chase

RECEIVED
APR 21 1967

FOR FILING

SP-23657-734

ISSN-8(24)
7670

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 19, 1967

To: **MEMO TO THE FILES**

SUBJECT: **Olds Ferry-Jacobsens Gulch Section
Old Oregon Trail Highway**

A marked corrosive action has been observed on the outside coating of several bare metal pipes on the Lime-Malheur County Line project. The action was serious enough to call for threading the affected pipes with asbestos-coated pipe liners of special design.

The corrosive action is confined to that part of the pipe in contact with both soil and water. No deterioration is apparent on the inside of the pipe.

An investigation by Division personnel of existing drainage pipes on present location towards Ontario did not reveal any corrosive action; however, the pipes were all asphalt coated.

While elements in the soil that might cause adverse reaction to unprotected metal are known to exist in this section of the State, their location and extent would require extensive sampling and appropriate tests.

The following recommendations are made for the subject-named section:

- 1) Asphalt coating to be specified for all metal cross-pipe installation
- 2) Perforated drain pipe, encased in granular filter material, will be insulated from contact with the soil to a degree that asphalt coating will not be required.

ORIGINAL SIGNED by G. L. DECKER

G.L. Decker
Assistant Construction Engineer

GLD:sg

cc: ~~F.B. Klados~~
L.H. Young
Oscar White
A.F. Parson
Frank Hall

RECEIVED
APR 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 20 1967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I-80N-8 (24)
7670

Salem, Oregon

April 18, 1967

To: MEMO TO THE FILES

SUBJECT: Olds Ferry-Jacobsens Gulch Section
Old Oregon Trail Highway

The base design on the subject section was revised (Memo to the Files dated March 17, 1967) to show 8-inches of cement treated base as part of the surfacing section. The revised design was approved and distributed.

Further consideration of possible adverse effects (expansion and contraction cracking) in the cement treated base from extreme temperature ranges in this area has caused a decision to treat the 8-inch layer with asphalt instead of cement. This memo will document the change.

Known degrading characteristics of quarry rock in this area have prompted consideration of local "Bench Gravels" for upgrading treatment. Preliminary tests have shown them to be of good quality with an acceptable product possible with asphalt treatment. It should be emphasized that this treatment should be determined from laboratory tests and recommendations.

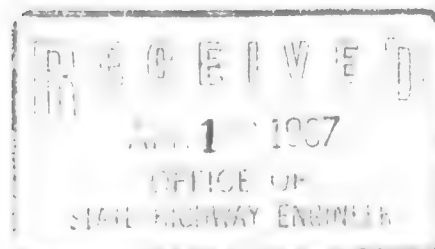
ORIGINAL SIGNED by G. L. DECKER

G.L. Decker
Assistant Construction Engineer

GLD:sg

cc: A.W. Parsons
~~F.B. Klaboe~~
Oscar White
A.F. Parson (2)
L.H. Young
Frank Hall
Fred Yarbrough
Vernal Moore

NOTED
F.B. KLABOE



RECEIVED
APR 18 1967

FOR FILING

I-SUN-124
7670

1570

UNIT 1, OLDS FERRY - WHEEL GULCH
UNIT 2, WHEEL GULCH - N. JACOBSON GULCH
Old Oregon Trail (FAR 1)
Malheur County

Station 190+00+ - 851+00+

NOTED
F. B. KLABOE

See also original file

FUN FILMS

INTER-DEPARTMENT CORRESPONDENCE

March 17, 1967

March 17, 1967

To: MEMO TO THE FILES

1) Recent tests on the expansive soils encountered on this section indicate up to 10 feet of imported non-expansive material would be required to completely resist expansive pressures with the right moisture conditions in the subgrade. This approach (use of weight) was abandoned.

The northerly or westerly end of the project (Stations 210 to 363) has poor quality rock in the cuts, with the greatest quantities from 320-329 and 349-356. The quality is good enough to provide definite benefits if selected for placing in the top portion of the subgrade in fill sections, and full use of the right to select suitable material (Section 102-2.1 of the Standard Specifications) should be exercised. The most southerly cut with rock is at Station 363. Haul of material from this cut will determine the break in Base Design.

From the standpoint of changing the characteristics of the subgrade soil to improve or completely eliminate swelling tendencies in the depth treated, it would be desirable to use lime treatment throughout the length of the entire section. The presence of rock in the northerly section (Sta. 210-363 approx.) does not permit this. Through this northerly section, only enough base rock (4 inches) is called for to provide a "working floor" to construct the cement treated base. Cement treated base is then called for because of degrading rock in the area. The C.T.B. should be carried full width in cut (trench) sections, and to shoulder line on fill sections, except for sealing off parallel underdrains.

Where lime treatment of the subgrade is called for, this treatment should be carried the full width of subgrade, this to seal off surface water from oversaturating the expansive clay subgrade. C.T.B. should be carried to

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CONSTRUCTION

DIVISION

March 17, 1967

shoulder line except for sealing off parallel underdrains.

Since we are nearing the end of time for completion of the Interstate system, the full depth of AC surface is called for at time of original construction. On previous construction, the last lift had been designated as "final".



G.L. Decker
Assistant Construction Engineer

GLD:sg

Attachment

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

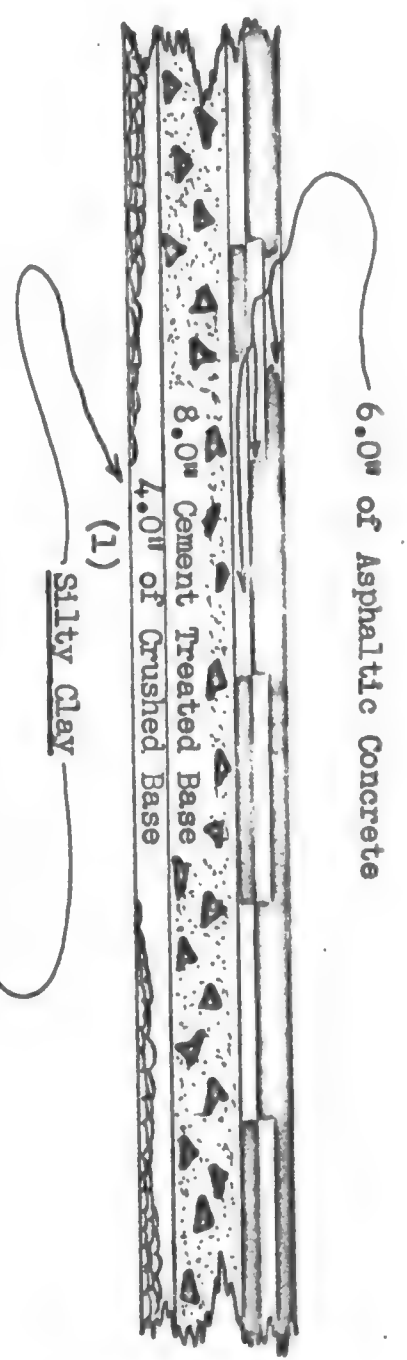
Section UNIT 1, OLDS FERRY - WHEEL GULCH Highway OLD OREGON TRAIL (FAR 1) County MALHEUR Prefix
UNIT 2, WHEEL GULCH - N. JACOBSON GULCH

Res. Engr. Approx. Length 12.5+ Miles. Sta. 190+00+ to Sta. 851+00+ Date 3-17-67

Truck A.D.T. 316 Traffic Coefficient 9.2 18 kip s.a. per day 221.7
 Annual Precipitation 10"+ (Ontario) Frost Penetration 30"+

(1) Typical Soil Sta. 190+ - 363+
81 LL (Rock Cuts & Fills)

- 41 PI
- 97 10
- 80 200
- 3 Gravel
- 5 Sand
- 14 Sand
- 32 Silt
- 46 Clay
- 6 "Value"



CBE Total Req.	Credit	Actual Thick.	
30.5	30.5	18.0	A. B. C. Base
	12.0	6.0	
	14.5	8.0	
	4.0	4.0	

AASHTO CLASSIFICATION:

A-7-5 (20)

MATERIAL SOURCES:

To be determined by the Engineer.

cc:
 B.P.R.
 Asst. State Highway Engineer
 Construction Engineer
 Engineer of Materials
 Division Engineer
 Resident Engineer
 Office Engineer
 Design Engineer
 Division Geologist
 Rural Engineer

Submitted by E. A. [Signature] Recommended by [Signature]
 for Staff Assistant
 Recommended by [Signature]
 Asst. Construction Engineer
 Approved by [Signature]
 Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

UNIT 1, OLDS FERRY - WHEEL GULCH
UNIT 2, WHEEL GULCH - N. JACOBSON

Highway OLD OREGON TRAIL (FAR 1) County MALHEUR

Prefix

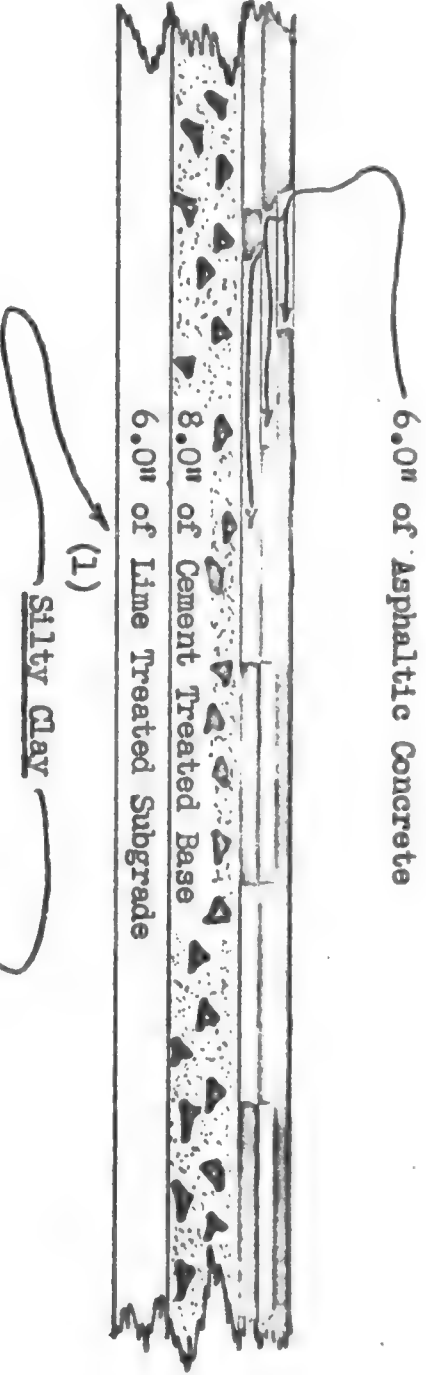
Res. Engr. _____ Approx. Length 12.5+ Miles. Sta. 190+00+ to Sta. 851+00+ Date 3-17-67

Truck A.D.T. 316 Traffic Coefficient 9.2 18 kip s.a. per day 221.7

Annual Precipitation 10" (Ontario) Frost Penetration 30"+

(1) Typical Soil Sta. 363+ - 851+ (Soil)

- S LL
- P PI
- a GP 10
- e GP 200
- P %Gravel
- a % Sand
- e % Sand
- e % Silt
- 1 % Clay
- 1 mm Value
- 1 (Corrected)



CBE Total Req.	Credit	Actual Thick.	
	12.0	6.0	A.I.
	14.5	8.0	C.T.B.
	4.0	6.0	L.T.B.
30.5	30.5	20.0	

AASHTO CLASSIFICATION:

MATERIAL SOURCES:

UNIT 1, OLDS FERRY - WHEEL GULCH
 UNIT 2, WHEEL GULCH - N. JACOBSON GULCH
 Old Oregon Trail Highway (FAR 1)
 Malheur County

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	C.T.B.	3/4"-0 Level	Sta. 190+ - 363+ Crushed Base	Sta. 363+ - 851+ Crushed Base	LTS	"CBE" Total Requirement	Sta. 190+ - 363+ Actual Thickness	Sta. 363+ - 851+ Actual Thickness
90 - 240	3.5"	6.0"	- - -	10.5"	6.5"	6.0"	28.5"	20.0"	22.0"
30 - 90	3.5"	6.0"	- - -	7.0"	4.0"	6.0"	25.0"	16.5"	19.5"
8 - 30	3.0"	- - -	2.0"	13.5"	9.5"	6.0"	21.5"	18.5"	20.5"
1 - 8	2.0"	- - -	2.0"	12.5"	8.5"	6.0"	18.5"	16.5"	18.5"
Cars Only	2.0"	- - -	2.0"	7.5"	4.0"	6.0"	13.5"	11.5"	14.0"

Should substitutions be made use the "CBE" column to obtain the total thickness required and the table below for values:

NEW WORK

1.0"	Asphaltic Concrete	=	2.0"	Crushed Base
1.0"	Cement Treated Base	=	1.8"	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Crushed Base
1.0"	Oil Mat	=	1.1"	Crushed Base
1.0"	Lime Treated Subgrade	=	0.65"	Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8"	Crushed Base

EXISTING ROADWAY

1.0"	Asphaltic Concrete	=	1.5"	Crushed Base
1.0"	Base Material	=	0.8"	Crushed Base

Note:
 Averages were used for the computations due to the variable depths of both the A.C. and base.

UNIT 1, OLDS FERRY - WHEEL GULCH
 SECTION: UNIT 2, WHEEL GULCH - N. JACOBSON GULCH
 HIGHWAY: OLD OREGON TRAIL (FAR 1)
 COUNTY: MALHEUR

Traffic Analysis:

Calculation for Traffic Coefficient

Loadmeter Study For Year _____

A. Present ADT ¹⁹⁶⁶ 1850 (Total)B. Future ADT ¹⁹⁸⁶ 3900 (Total)C. Mean ADT 2875 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 22 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2} = \frac{0.11}{2} \times (C) \frac{2875}{2} = 316$ H. % Trucks in Design Lane $\frac{100}{2} \%$ I. Trucks in Design Lane (G) 316 $\times (H) \frac{100}{2} \% = 316$

TRAFFIC COEFFICIENT = K (I) 0.119
 where K = 4.669

= 9.2

UNIT 1, OLDS FERRY - WHEEL GULCH
SECTION: UNIT 2, WHEEL GULCH - N. JACOBSON GULCH
HIGHWAY: OLD OREGON TRAIL (FAR 1)
COUNTY: MALHEUR

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good _____ Fair _____ Poor _____
Remarks: See Page 3
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made. See Memo to the Files, dated 3-17-67, by G. L. Decker, Assistant Construction Engineer.

Unit 2
Wheel Gulch - N. Jacobson Gulch
Old Oregon Trail (FAR 1)
Malheur County
Station 428+ - 850+

Station	Hole No.	Depth- Inches	Top Size	P ₁ "	P ₄	P ₄₀	P ₂₀₀	I _L	P ₁	S _E	I _{AR}	O _{AD}		R _W "	% Nat.	CLASSIFICATION	
												%	Height			Moisture	AASHTO Textural
846+00	10' L, EB	60	0 - 4 1/2"	A.C. —	Patched, cracked												
			4 1/2" - 6"	No test - level course - crushed rock, clean													
			6" - 21"	Compared to: 2" 44.6 40.6 15.8 5.0 19 0 54.1								22.20	1.1"	78	4.7	A-1-a	Sandy
			21" - 37"	Compared to: — 99.1 88.7 71.6 34 3 13.5								—	—	8	27.6	A-4-(7)	Silt
832+00	10' R	59	0 - 4"	A.C. —	Patched, cracked												
			4" - 5"	No test - level course - crushed rock, clean													
			5" - 18"	2" 44.6 40.6 15.8 5.0 19 0 54.1								22.20	1.1"	78	5.0	A-1-a	Sandy
			18" - 48"	— 99.3 95.8 29.8 23 0 32.8								—	—	27	13.1	A-2-a	Silty
819+00	10' L	58	0 - 4 1/2"	A.C. —	Patched, cracked												
			4 1/2" - 5 1/2"	No test - level course - crushed rock, clean													
			5 1/2" - 21"	Compared to: 2" 53.5 49.3 18.3 5.4 17 0 58.8								—	—	—	4.9	A-1-a	Sandy
			21" - 54"	Compared to: — 99.1 88.7 71.6 34 3 13.5								—	—	8	45.6	A-4-(7)	Silt

Unit 2
Wheel Gulch - N. Jacobson Gulch (continued)

Station	Hole No.	Depth-Inches	Top Size	P ₁ "	P ₄	P ₄₀	P ₂₀₀	LL	PI	SE	LAR	OAD		MR	% Nat.	AASHTO Textural	
												%	Height				
806+00	57	0 - 4"	A.C.	—	Cracked across both lanes												
10' R		4" - 5½"	No test - level course - crushed rock, clean														
		5½" - 23"	2"	53.5	49.3	18.3	5.4	17	0	58.8	—	—	—	—	4.9	A-1-a Gravel	
		23" - 40½"	—	—	99.9	97.9	78.6	49	1	15.3	—	—	—	25	47.2	A-5-(10) Gravel	
792+00	56	0 - 4"	A.C.	—	Cracked across both lanes												
10' L		4" - 5½"	No test - level course - crushed rock, clean														
		5½" - 19"	3"	45.8	42.0	16.1	5.1	20	0	44.4	—	26.58	1.0"	82	5.0	A-1-a Gravel	
		19" - 37"	—	—	98.5	95.9	36.3	34	0	29.6	—	—	—	35	10.0	A-4 Sand	
779+00	55	0 - 4"	A.C.	—	Patched - seal coat												
Rt. Lane		4" - 5"	No test - level course - crushed rock, clean														
11' R		5" - 21"	3"	45.8	42.0	16.1	5.1	20	0	44.4	—	26.58	1.0"	82	5.2	A-1-a Gravel	
		21" - 40"	—	—	98.5	95.9	36.3	34	0	29.6	—	—	—	35	19.0	A-4 Sand	

Unit 2
Wheel Gulch - H. Jacobson Gulch (continued)

Unit 2 Wheel Gulch - H. Jacobson Gulch (continued)															CLASSIFICATION					
Station	Hole No.	Depth- Inches	Top Size	P ₁ "	P ₄	P ₁₀	P ₂₀₀	I.L.	P ₁	SE	IAR	P ₂₀	Height	Value	Moisture	AASHTO Textural	OAD	"R"	% Net.	
766+00 Lt. Lane 11' L	54	0 - 5"	A.C.	—	Patched															
		5" - 6"	No test - Level course - crushed rock, clean										78	5.2	A-1-a Sandy Gravel					
		6" - 19"	Compared to: 2" 54.6 48.9 20.2 7.5 16 0 48.9 — 19.50 0.6"										48	31.5	A-2-4 Silty Sand					
		19" - 38"	Compared to: — — 92.6 85.2 36.3 27 0 27.5 — — —																	
753+00 Rt. Lane 10' R	53	0 - 5"	A.C.																	
		5" - 6"	No test - Level course - crushed rock, clean										78	5.2	A-1-a Sandy Gravel					
		6" - 19"	2"	54.6	48.9	20.2	7.5	16	0	48.9	—	19.50	0.6"	48	12.3	A-2-4 Silty Sand				
		19" - 38"	—	—	92.6	85.2	36.3	27	0	27.5	—	—	—							
739+00 Rt. Lane 9' L	52	0 - 4"	A.C.	—	Seal coat															
		4" - 5"	No test - Level course - crushed rock, clean										85	5.2	A-1-a Sandy Gravel					
		5" - 20"	2"	45.3	41.4	18.4	5.3	16	0	53.3	20.9	19.40	0.8"	48	11.0	A-2-4 Silty Sand				
		20" - 39"	—	—	92.6	85.2	36.3	22	0	27.5	—	—	—							

CLASSIFICATION

AASHO Textured

DN

LN

Unit 2
Wheel Gulch - N. Jacobson Gulch (continued)

Unit 2 Wheel Gulch - N. Jacobson Gulch (continued)															CLASSIFICATION			
Station	Hole No.	Depth- Inches	Top Size	P ₁ "	P ₄	P ₄₀	P200	LL	PI	SE	LAR	F20	Height	Value	Moisture	AASHTO Textural	ION	
																		%
726+00																		
Rt. Lane																		
91 R																		
51	0 - 4"	A.C. —	Patched - seal coat															
	4" - 5"	No test - level course - crushed rock, clean																
	5" - 19"	2"	45.3	41.4	18.4	5.3	16	0	53.3	20.9	19.40	0.8"			85	5.2	A-1-a Gr. el	
	19" - 36"	—	99.2	97.3	11.0	27	0	48.6	—	—	—	—			46	7.4	A-2-a Sand	
713+00																		
Lt. Lane																		
91 L																		
50	0 - 5"	A.C. —	Seal coat - bleeding															
	5" - 6½"	No test - level course - crushed rock, clean																
	6½" - 19"	2"	49.7	45.2	19.6	5.4	17	0	54.6	60.0	20.50	0.9"			77	5.0	A-1-a Gravel	
	19" - 37"	—	96.2	86.5	62.3	27	2	6.2	—	—	—	—			10	20.4	A-4-(5) Silt	
699+00																		
Rt. Lane																		
111 R																		
49	0 - 4"	A.C. —	Seal coat															
	4" - 5"	No test - level course, crushed rock, clean																
	5" - 24"	2"	49.7	45.2	19.6	5.4	17	0	54.6	60.0	20.50	0.9"			77	5.4	A-1-a Gravel	
	24" - 38"	—	96.2	86.5	62.3	27	2	6.2	—	—	—	—			10	19.0	A-4-(5) Silt	

Sandy
A-1-a Gravel
Sandy
A-4-(5) Silt

Sandy
A-1-a Gravel
Sandy
A-4-(5) Silt

Sandy
A-1-a Gravel
Sandy
A-2-a Silt

Unit 2
Wheel Gulch - N. Jacobson Gulch (continued)

Station	Hole No.	Depth- Inches	Top Size	P ₁ "	P ₄	P ₄₀	F200	IL	PI	SE	LAR	F20	Height	Value	Moisture	Nat.	CLASSIFICATION	
																	OAD	
687+00 Lt. Lane 10' L	48	0 - 4½"	A.C.	—	Seal coat - bleeding													
		4½" - 5½"	No test - level course - crushed rock, clean	Compared to:														Sandy Gravel
		5½" - 21"	2" 49.8	45.6	17.2	5.0	17	0	57.1	—	16.42	0.6"		81	5.2			Sandy Gravel
		21" - 37"	Compared to:															A-4-(5) Silty
			—	96.2	86.5	62.3	27	2	6.2	—	—	—		10	16.3			
675+00 Rt. Lane 16' R	47	0 - 5"	A.C.	—	Patched - seal coat													
		5" - 6"	No test - level course, crushed rock, clean															Sandy
		6" - 22"	2" 49.8	45.6	17.2	5.0	17	0	57.1	—	16.42	0.6"		81	5.0			A-1-a Gravel
		22" - 36"	—	99.3	93.9	78.6	41	0	13.3	—	—	—		8	36.0			A-5-(8) Silty
662+00 WB 21' L	46	0 - 4"	A.C.	—	Seal coat													
		4" - 5"	No test - level course - crushed rock, clean	Compared to:														Sandy
		5" - 19"	2" 50.8	46.8	21.9	5.3	16	0	59.0	—	24.42	0.6"		79	4.8			A-1-a Gravel
		19" - 35"	Compared to:															Silty
			—	95.6	87.2	46.5	26	0	16.3	—	—	—		40	14.9			A-4-(3) Sand

Unit 2
Wheel Gulch - N. Jacobson Gulch (continued)

Station	Hole No.	Depth- Inches	Top Size	P ₁ "	P ₄	P ₄₀	P ₂₀₀	LL	PI	SE	LAR	P ₂₀	Height	Value	% Nat. Moisture	CLASSIFICATION	
																QAD	
648+00 Rt. Lane 8' R	45	0 - 4"	A.C.	—	Seal coat												
		4" - 5"	No test - level course - crushed rock, clean														
		5" - 24"	2"	50.8	46.8	21.9	5.3	16	0	59.0	—	24.42	0.6"	79	4.5	A-1-a Gravel ¹ Silt	
		24" - 36"	—	—	95.6	87.2	46.5	26	0	11.3	—	—	—	40	17.9	A-4(3) Sand	
635+00 Lt. Lane 9' Lt.	44	0 - 4"	A.C.	—	Seal coat												
		4" - 5"	No test - level course - crushed rock, clean														
		5" - 23"	2"	51.4	47.4	22.4	7.1	18	0	60.9	—	24.27	0.9"	75	4.6	A-1-a Gravel ¹ Silt	
		23" - 36"	—	—	95.6	87.2	46.5	26	0	11.3	—	—	—	40	16.3	A-4(3) Sand	
622+50 Rt. Lane 10' Rt.	43	0 - 5"	A.C.	—	Seal coat												
		5" - 6"	No test - level course, crushed rock - clean														
		6" - 19"	2"	51.4	47.4	22.4	7.1	18	0	60.9	—	24.27	0.9"	75	4.5	A-1-a Gravel ¹ Sand	
		19" - 37"	—	—	98.7	94.8	83.9	45	0	20.8	—	—	—	5	35.3	A-5-9 Silt	

Unit 2
Wheel Gulch - N. Jacobson Gulch (continued)

Station	Hole No.	Depth- Inches	Top Size	P ₁ "	P ₄	P ₄₀	P ₂₀₀	IL	PI	SE	LAR	OAD		"R" Value	% Nat. Moisture	CLASSIFICATION AASHTO Textural
												%	Height			
608+00 10' Lt.	42	0 - 4"	A.C.													
		4" - 5½"	No test - level course - crushed rock, clean													
		5½" - 26"	Compared to: 2" 56.7 52.4 26.2 6.9 19 0 54.9 19.0 19.49 1.1"											81	5.6	Sandy A-1-a Gravel
		26" - 37"	Compared to: #10 100.0 100.0 96.4 83.8 69 33 5.9											10	39.7	A-7-5(20) Silty
596+00 12' Rt.	41	0 - 4"	A.C. - Seal coat, patches													
		4" - 5½"	No test - level course, crushed rock, clean													
		5½" - 25"	2" 56.7 52.4 26.2 6.9 19 0 54.9 19.0 19.49 1.1"											81	5.7	Sandy A-1-a Gravel
		25" - 47"	Compared to: #10 100.0 100.0 96.4 83.8 69 33 5.9											10	37.6	A-7-5(20) Silty
582+00 8' Lt.	40	0 - 6"	A.C. - Seal coat, patches													
		6" - 7"	No test - level course - crushed rock													
		7" - 28"	Compared to: 2" 51.8 48.2 25.3 4.1 21 0 70.3											81	5.9	Sandy A-1-a Gravel
		28" - 38"	Compared to: #4 100.0 100.0 95.9 89.4 46 14 6.0											18	29.8	A-7-5(1) Silty
569+00 9' Rt.	39	0 - 5"	A.C. - Patches													
		5" - 6½"	No test - level course - crushed rock, clean													
		6½" - 28"	2" 51.8 48.2 25.3 4.1 21 0 70.3											81	6.0	Sandy A-1-a Gravel
		28" - 53"	99.9 98.1 79.5 72 28 7.0											10	48.0	A-7-5(19) Silty

Unit 2
Wheel Gulch - N. Jacobson Gulch (continued)

Station	Hole No.	Depth- Inches	Top Size	OAD											"R" Value	% Nat. Moisture	CLASSIFICATION AASHTO Textural
				P ₁ "	P ₄	P ₄₀	P ₂₀₀	LL	PI	SE	IAR	% P ₂₀	Height				
555+00 10' Lt.	38	0 - 4"	A.C.	No test - level course - crushed rock, clean Compared to: 1½" 49.1 44.9 22.0 5.2 19 0 60.0 NSM 19.19 1.1"											84	6.0	Sandy A-1-a Gravel
		5" - 23"	Compared to: #4	100.0	100.0	95.9	89.4	46	14	6.0	—	—	—	18	31.5	A-7-5(11) Clay	
542+00 10' Rt.	37	0 - 4"	A.C.	Seal coat - patches - cracking													
		4" - 5"	No test - level course - crushed rock, clean														
		5" - 25"	1½"	49.1	44.9	22.0	5.2	19	0	60.0	NSM	19.19	1.1"	84	6.2	Sandy A-1-a Gravel	
		25" - 52"	½"	—	99.5	92.9	85.2	53	23	4.2	—	—	—	24	no test	A-7-5(16) Clay	
529+00 10' Lt.	36	0 - 5"	A.C.	Seal coat, patches, cracking													
		5" - 6"	No test - level course - crushed rock, clean Compared to: 2" 52.3 48.0 21.5 6.8 17 0 55.8 — 14.83 0.6"											79	5.0	Sandy A-1-a Gravel	
		6" - 21"	Compared to: #10	100.0	100.0	97.0	81.8	63	9	7.9	—	—	—	9	43.0	A-5-(12) Silty	
516+00 9' Rt.	35	0 - 4"	A.C.	Seal coat, patches, cracking across both lanes													
		4" - 5"	No test - level course - crushed rock, clean														
		5" - 22"	2"	52.3	48.0	21.5	6.8	17	0	55.8	—	14.83	0.6"	79	5.2	Sandy A-1-a Gravel	
		22" - 53"	—	—	99.7	94.6	90.9	96	53	2.8	—	—	—	15	50.7	A-7-5(20) Clay	

Unit 2
Wheel Gulch - N. Jacobson Gulch (continued)

Station	Hole No.	Depth- Inches	Top Size	P ₁ "	P ₄	P ₄₀	P ₂₀₀	LL	PI	SE	LAR	% OAD		MR	% Nat. Moisture	AASHTO Textural
502+00 10' Lt.	34	0 - 4"	A.C.	—	Seal coat, patches, cracking across both lanes											
		4" - 5"	No test - level course													
		5" - 22"	2" Compared to: 52.3 48.0	21.5	6.8	17	0	55.8	—	14.83	0.6"	79	5.0			A-1-a Gravel Clayey Lt
		22" - 42"	#10 Compared to: 100.0 100.0	97.0	81.8	63	9	7.9	—	—	—	9	44.7			A-5(12)
489+50 12' Rt.	33	0 - 4½"	A.C.	—	Seal coat, patches, cracking across both lanes											
		4½" - 5½"	No test - level course													
		5½" - 20"	2" 48.3 44.7	17.5	4.1	18	0	60.0	—	23.60	0.7"	84	3.9			A-1-a Gravel Sandy
		20" - 28"	1½" —	91.2	31.9	14.1	37	0	49.6	—	—	71	9.7			A-1-b Gravel Clayey
		28" - 57"	#10 100.0 100.0	97.0	81.8	63	9	7.9	—	—	—	9	47.4			A-5(12) Silt
476+00 8' Lt.	32	0 - 4"	A.C.	—	Seal coat, patches											
		4" - 5"	No test - level course - crushed rock, clean													
		5" - 25"	2" Compared to: 52.3 48.0	21.5	6.8	17	0	55.8	—	14.83	0.6"	79	5.4			A-1-a Gravel Clayey
		25" - 41"	#10 Compared to: 100.0 100.0	97.0	81.8	63	9	7.9	—	—	—	9	43.0			A-5(12) Silt

CLASSIFICATION

MR

% Nat.

AASHTO Textural

Unit 2

Wheel Gulch - M. Jacobson Gulch (continued)

Station	Hole No.	Depth- Inches	Top Size	P ₁ "	P ₄	P ₄₀	P ₂₀₀	LL	PI	SE	LAR	OAD		MR ^u	% Nat.	CLASSIFICATION
												%	Height	Value	Moisture	AASHTO Textural
464+00	31	0 - 5"	A.C.	—	Seal coat, patches											
		5" - 6½"	No test - level course-	crushed rock, clean												Silty-Sandy
		6½" - 22"	1½"	53.3	49.7	22.4	9.0	18	0	39.1	NSM	21.36	0.6"	78	4.3	A-1-a Gravel
		22" - 44"	#4	100.0	100.0	95.9	89.4	46	14	6.0	—	—	—	18	32.4	A-7-5(11) Clay
452+00 21' Lt.	30	0 - 6½"	A.C.	—	Seal coat, patches											
		6½" - 7½"	No test - level course -	crushed rock, clean												Sandy
		7½" - 21"	2"	50.0	46.4	15.9	3.7	16	0	67.5	NSM	20.40	0.8"	80	4.2	A-1-a Gravel
		21" - 36"	#10	100.0	100.0	96.4	83.8	69	33	5.9	—	—	—	10	37.9	A-7-5(20) Silt
437+50 20' Rt.	29	0 - 4"	A.C.	—	Seal coat											
		4" - 5½"	No test - level course-	crushed rock, clean												Silty
		5½" - 21"	2"	50.0	46.4	15.9	3.7	16	0	67.5	NSM	20.40	0.8"	80	4.1	A-1-a Gravel
		21" - 36"	1"	92.9	92.1	44.6	23.6	69	0	34.7	—	—	—	71	57.8	A-1-b Sand

Unit 1
 Olds Ferry Interchange - Wheel Gulch
 Old Oregon Trail (FAR 1)
 Malheur County
 Sta. 190+ - Sta. 428+

Station	Hole No.	Depth- Inches	Top Size	P _A "	P ₄	P ₄₀	P ₂₀₀	LL	PI	SE	LAR	OAD		W _{pn}	% Nat.	CLASSIFICATION	
												%	Height	Value	Molsture	AASHTO	Textural

423+50 21' Lt.	28	0 - 5"	A.C.	—	Seal coat, patches												
		5" - 6"	No test	-	Level course -	crushed rock, clean											
		6" - 20"	2"	50.4	46.5	18.8	4.9	18	0	56.2	NSM	22.00	1.3"	80	4.6	A-1-a	Sandy Gr 1
		20" - 37"	—	—	—	99.3	98.4	104	58	4.1	—	—	—	11	61.2	A-7-5(20)	

407+00 21' Rt.	27	0 - 4"	A.C.	—	Seal coat, patches												
		4" - 5"	No test	-	Level course -	crushed rock, clean											
		5" - 24"	2"	50.4	46.5	18.8	4.9	18	0	56.2	NSM	22.00	1.3"	80	4.9	A-1-a	Sandy Gravel
		24" - 51"	—	—	—	99.3	98.4	104	58	4.1	—	—	—	11	42.8	A-7-5(20)	CLAY

394+00 23' Lt.	26	0 - 6"	A.C.	—	Seal coat, patches												
		6" - 7"	No test	-	Level course -	crushed rock, clean											
		7" - 20"	2"	52.5	49.2	16.3	2.8	18	0	76.9	20.9	17.80	0.9"	77	4.6	A-1-a	Sandy Gravel
		20" - 28"	1 1/2"	—	91.2	31.9	14.1	37	0	49.6	—	—	—	71	—	A-1-b	Sandy Gravel
		28" - 36"	Compared to:	#10	100.0	100.0	98.4	91.3	57	18	2.5	—	—	16	39.0	A-7-5(15)	Silty CLAY

Unit 1
Olds Ferry Interchange - Wheel Gulch (continued)

QAD

CLASSIFICATION

Station	Hole No.	Depth- Inches	Top Size	P1"	P4	P40	P200	IL	PI	SE	IAR	P20	Height	Value	% Nat. Moisture	AASHTO Textural
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381+00
25' Rt. 25 0 - 6" A.C. — Seal coat, patches

6" - 7" No test - level course - crushed rock, clean
7" - 28" 2" 52.5 49.2 16.3 2.8 18 0 76.9 20.9 17.80 0.9" 77 4.7 A-1-a Gravel
28" - 52" #10 100.0 100.0 98.4 91.3 57 18 2.5 — — 16 38.8 A-7-5(15) Clay

367+00
23' Lt. 24 0 - 4 1/2" A.C. — Seal coat, patches

4 1/2" - 5 1/2" No test - level course - crushed rock, clean
5 1/2" - 22" 2" 55.9 51.6 19.6 4.9 18 0 61.2 — — 80 4.6 A-1-a Gravel
22" - 37" — 97.6 66.4 44.6 60 29 13.2 — — 17 27.2 A-7-5(9) Sand

354+00
10' Rt. 23 0 - 4 1/2" A.C. — Seal coat, patches

4 1/2" - 5 1/2" No test - level course - crushed rock, clean
5 1/2" - 17" 2" 55.9 51.6 19.6 4.9 18 0 61.2 — — 80 4.7 A-1-a Gravel
17" - 36" 4" 87.9 87.6 65.7 49.8 45 13 11.4 NSM NSM NSM 7 41.8 A-7-5(5) Sand

341+00
10' Lt. 22 0 - 4" A.C. — Seal coat

4" - 5" No test - level course - crushed rock, clean
5" - 20" 2" 41.5 37.6 13.7 4.0 16 0 56.5 20.9 25.39 0.9" 85 5.0 A-1-a Gravel
20" - 40" 4" 87.9 87.6 65.7 49.8 45 13 11.4 NSM NSM NSM 7 40.8 A-7-5(5) Sand

Unit 1
Olds Ferry Interchange - Wheel Gulch (continued)

Station	Hole No.	Depth- Inches	Top Size	P ₁ "	P ₄	P ₄₀	P ₂₀₀	LL	PI	SE	IAR	OAD		R ⁿ	% Nat.	AASHTO Textural
												%	Height	Value	Moisture	
325+00 9' Rt.	21	0 - 4"	A.C.	—	Seal coat, patches											
		4" - 5"	No test - level course - crushed rock, clean													
		5" - 19"	2" 41.5 37.6 13.7 4.0 16 0 56.5 20.9 25.39 0.9"	85	4.9	A-1-a Gravel										
		19" - 29"	— 99.5 83.6 72.7 76 38 5.7 — — —	20	45.2	A-7-5(20) Silty Clayey Sand										
		29" - 38"	— 97.6 66.4 44.6 60 29 13.2 — — —	17	26.9	A-7-5(9) Sand										
303+00 9' Lt.	20	0 - 10"	A.C.	—	Seal coat, patches											
		10" - 11"	No test - level course - crushed rock, clean													
		11" - 26"	2" 41.5 37.6 13.7 4.0 16 0 56.5 20.9 25.39 0.9"	85	5.0	A-1-a Gravel										
		26" - 36"	— 97.6 66.4 44.6 60 29 13.2 — — —	17	28.8	A-7-5(9) Sand										
292+00 9' Rt.	19	0 - 4 1/2"	A.C.	—	Patches											
		4 1/2" - 5 1/2"	No test - level course - crushed rock, clean													
		5 1/2" - 18"	2" 51.3 47.5 22.8 4.9 17 0 63.3 26.3 20.15 1.0"	79	5.6	A-1-a Gravel										
		18" - 39"	— 99.0 81.9 54.8 53 22 8.6 — — —	12	22.5	A-7-5(10) Sand										
279+00 10' Lt.	18	0 - 4"	A.C.	—	Seal coat, patches											
		4" - 5"	No test - level course - crushed rock, clean													
		5" - 19"	2" 51.3 47.5 22.8 4.9 17 0 63.3 26.3 20.15 1.0"	79	5.7	A-1-a Gravel										
		19" - 36"	— 97.4 94.9 60.4 23 0 8.2 — — —	14	16.4	A-4(5) Silty Sand										

CLASSIFICATION

AASHTO Textural

Unit 1
Olds Ferry Interchange - Wheel Gulch (continued)

Station	Hole No.	Depth- Inches	Top Size	OAD														CLASSIFICATION	
				P ₁ "	P ₄	P ₄₀	P ₂₀₀	IL	PI	SE	IAR	P ₂₀	Height	R _u "	% Nat.	AASHTO Textural			
267+00 10' Rt.	17	0 - 4½"	A.C.	—	Seal coat														
		4½" - 5½"	No test - level course - crushed rock, clean																
		5½" - 18"	2"	48.3	44.1	19.3	5.2	18	0	56.2	18.1	19.59	0.7"	86	6.2	Sandy	A-1-a Gr 1	Gravelly-sandy	A-7-5(7) Silt
		18" - 36"	3"	83.0	79.7	65.8	49.2	54	19	12.0	—	—	—	9	21.9				
254+00 10' Lt.	16	0 - 4"	A.C.	—	Patches, seal coat														
		4" - 5"	No test - level course, crushed rock - clean																
		5" - 21"	Compared to:		2"	39.2	35.5	15.0	3.7	17	0	58.3	25.4	20.87	0.6"	84	4.7	Sandy Gr.	A-1-a
		21" - 31"	Compared to:		4"	35.1	30.8	17.3	9.8	37	16	14.0	—	41.50	12.0"	46	13.0	Silty-Sandy	A-2-6 Gravel
242+00 12' Rt.	15	0 - 4"	A.C.	—	Patches														
		4" - 5½"	No test - level course - crushed rock, clean																
		5½" - 42"	2"	39.2	35.5	15.0	3.7	17	0	58.3	25.4	20.87	0.6"	84	5.0	Sar	A-1-a Gravel		
228+00 10' Lt.	14	0 - 6"	A.C.	—	Patches, seal coat														
		6" - 7"	No test - level course																
		7" - 19"	Compared to:		2"	39.2	35.5	15.0	3.7	17	0	58.3	25.4	20.87	0.6"	84	5.0	Sandy	A-1-a Gravel
		19" - 36"	Compared to:		—	97.4	94.9	60.4	23	0	8.2	—	—	—	—	14	12.7	Sandy	A-4-(5) Silt

Unit 1
Olds Ferry Interchange - Wheel Gulch (continued)

Station	Hole No.	Depth-Inches	Top Size	OAD										CLASSIFICATION			
				P ₁ "	P ₄	P ₄₀	P200	IL	PI	SE	LAR	P20	% Height	"R" Value	% Nat. Moisture	AASHTO Textural	
214+00 10' Rt.	7	0 - 4½"	A.C.	—	Patches												
		4½" - 5½"	No test - level course														
		5½" - 18"	2"	55.0	50.6	20.6	4.8	17	0	62.5	20.0	17.03	1.0"	82	6.6	A-1-a Gravel Silty-Sandy	
		18" - 36"	3"	61.1	55.1	28.6	16.0	28	2	24.7	—	51.39	12.6"	26	11.4	A-1-b Gr. 1	
203+00 10' Lt.	8	0 - 5½"	A.C.	—	Patches (fill settlement)												
		5½" - 7"	No test - level course														
		7" - 22"	2"	39.2	35.5	15.0	3.7	17	0	58.3	25.4	20.87	0.6"	84	4.4	A-1-a Gravel Sandy	
		22" - 36"	—	—	97.4	94.9	60.4	23	0	8.2	—	—	—	14	20.4	A-4(5) Silt	
200+00 9' Rt. WB	9	0 - 5"	A.C.	—	Patches												
		5" - 6"	No test - level course														
		6" - 17"	2"	49.0	45.2	23.4	3.7	18	0	61.2	20.0	20.17	0.5"	82	5.5	A-1-a Gravel Silty-S	
		17" - 37"	4"	35.1	30.8	17.3	9.8	37	16	14.0	—	41.50	12.0"	46	16.0	A-2-6 Gravel Silty-S	
188+00 3' Lt. EB	6	0 - 7"	A.C.	—	Patches (fill Settlement)												
		7" - 8"	No test - level course														
		8" - 26"	2"	49.0	45.2	23.4	3.7	18	0	61.2	20.0	20.17	0.5"	82	5.2	A-1-B Gravel Sandy	
		26" - 36"	—	—	97.4	94.9	60.4	23	0	8.2	—	—	—	14	20.3	A-4(5) Silt	

I-80N-6(49) Ladd Canyon Section, of Old 1971
271 Oregon Trail Hwy., SE of LaGrande
#7671 (Grad., pav., struc., sign.)

I-80N-6(49) Ladd Canyon Section, of Old 1971
271 Oregon Trail Hwy., SE of LaGrande
#7671 (Grad., pav., struc., sign.)

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem 97310

February 3, 1977

FILE:

FROM: J. B. Boyd
Right Of Way Engineer

SUBJECT: FHWA Refusal to Participate
in Jury Verdict
State vs Counsel
L-6418, File 41040

TO: MEMO TO FILE

I have reviewed the problem that we have been corresponding with the Federal Highway Administration about for sometime. Jack Sollis has written many letters through the Division Administrator regarding this problem. It appeared to us that the jury verdict did, in fact, dictate the Federal Highway Administration to participate in the \$17,000 verdict which consisted of \$3,000 for land and \$14,000 in damages for the trucking of cattle that they could have in the before situation herded. It appears that the Regional Counsel for the Federal Highway Administration has refused participation and in all likelihood he has consulted with his counter parts in Washington, D.D. in this determination.

I believe that it is not productive to continue the dispute and that we should accept the nonparticipation in excess over the \$3,150 that they agree in participating.

NOTED
E. B. HUNTER

JBB:ha
cc R. L. Schroeder ✓
Frank Lowe
Jack Sollis
Charlie Mathias

cy Pullen
2-4-77

RECEIVED

FEB 1 1977
Office of
Assistant State Highway Engineer

#7671
UNITED STATES GOVERNMENT

Memorandum

OR Project I-80N-6(28)262
LaGrande-North Powder Section
SUBJECT: File 41040, L6418, Counsell

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

Box 300

Salem OR 97308

DATE: January 26, 1977

In reply
refer to: 1041RW

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

In a condemnation action involving the subject property, the jury awarded \$17,000 to the property owner. Federal participation was limited to our pro rata share of \$3,150 which was the amount of the State's review appraisal. This determination was reached because the \$17,000 included damages to the remainder that resulted from the owner's inability to continue driving cattle on the interstate highway, which is based on State law and is a police power action. Assistant Attorney General Jack L. Sollis submitted additional documentation to support the State's position that Federal funds should participate in the \$17,000 award.

The matter has been reviewed by our Regional Counsel. The actual taking from the owner's 520 acre tract was through the power of eminent domain. Damages to the 480 acre tract, as indicated by the testimony at trial, are relevant to increased operational expenses and flow from the police power prohibition and not eminent domain. As such, these damages are not generally compensable. It is the Regional Counsel's view that such damages are not reimbursable. See FHPM 7-1-3h and 23 CFR 710.304(h). Federal funds will participate our pro rata share of \$3,150.

G. L. Green
G. L. Green

CC:
OSHD (J B Boyd) - 1-28-77 - TAA
OSHD (F Lowe)
OSHD (J Sollis)
Mathias-2

RECEIVED

JAN 28 1977

Office of
Assistant State Highway Engineer

Cy Rubien
1-28-77

RECEIVED STATE HWY ENGR							
JAN 28 '77							
REFER TO <i>Schroeder</i>							
FOR							
Info	Inves	S.D	D/R	Sign	Att	File	

#7671

DEPARTMENT OF JUSTICE

NOTED
H. S. COULTERMemorandum

DATE: May 24, 1976

TO: G. L. Green
Division Administrator FHWAFROM: Jack L. Sollis
Assistant Attorney GeneralSUBJECT: RE: L-6418 R-41040
State vs. Counsell et al
Oregon Project I-80N-6(28)262
La Grande - North Powder SectionORIGINAL SIGNED BY
JACK L. SOLLIS

Info	FOR	REFER TO	MAY 24 76	RECEIVED STATE HWY ENGR
Inves				
R/D				
D/R				
Sign				
Act				
File				

5-27-76
REFER TO
Schroeder
By STATE HWY. ENGR.

In reply to your letter of December 18, 1975 in which you refused federal participation in the amount of the verdict of \$17,000 I have the following to offer.

I have obtained for your review in conjunction with this letter a transcript of the testimony of the defendant Counsell and his appraiser Mr. Rothrock. I also have included the instructions that the judge gave the jury.

I can not agree that the damages afforded to the land owner are in any way related to an exercise of the police power. If you will review the testimony of the witnesses, the discussions between the attorneys and the testimony of the appraiser it is quite clear that the claim of damages by the land owner was the fact that he could no longer drive cattle down the highway because of his restriction of access to that highway. This was reflected by the land owner and by the appraiser in decreasing the value of the property.

Where there is a taking of any property or property rights such as the control of access to a highway which in the opinion of the owner reduces the market value of the property this is proper evidence to be introduced in the trial of the case. In referring to the cost of trucking and of building corrals and other matters, the witnesses were merely stating the bases on which they decreased the value of the property. They were in affect saying that a buyer in the open market would not pay as much for a farm in the after situation knowing that he would have to purchase additional equipment and that he would have other restrictions on driving cattle from one portion of the ranch to the other. There were also damages attributed to the frontage road that was considered unsatisfactory and to the loss of watering holes etc. on the owners property.

I believe that if you will read the transcript you will find that the damages claimed by the owner would not be the cost prorated, etc., to truck the owners cattle from one range to another. These were merely items that the owner and the appraiser considered in claiming damages to the remaining land.

I am also enclosing a copy of the opinion rendered by the Court of Appeals in the Boothman case which indicates that the Court of Appeals did not feel that the statutory requirements had been met by the State and therefore that the damages

RECEIVED
MAY 27 1976
Office of
Assistant State Highway Engineer

May 24, 1976

page 2

G. L. Green

assessed in that case (which was very similar to this case) were not met and the owner was entitled to damages.

I would therefore appreciate your reconsideration of this matter and hope that you will conclude that federal participation should be made in the full amount of the verdict in this case.

After you have had an opportunity to review the matter I would appreciate it if you would return the partial transcript as that is the only copy that we have.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General

JLS:sjb
Enclosure

cc: ✓ F. B. Klaboe
J. B. Boyd
Barry Rutledge
Frank Lowe

UNITED STATES GOVERNMENT
Memorandum

SUBJECT: Oregon Project I-80N-6(28) 262
La Grande - North Powder Section
Counsell, File No. 41040 (L-6418)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

RECEIVED STATE HWY ENGR	
DEC 22 '75	
REFER TO <i>Boyd Solis</i>	
IMP	R/D
DIR	X

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 18, 1975
In reply
refer to:

76-71
not in file

This is in reply to Assistant Attorney General Jack L. Sollis' letter, dated April 28, 1975, which provided additional information concerning the State's "Report of Trial". The "Report of Trial" stated "the majority of the damages claimed by defendants was by virtue of the fact that they would have to truck their cattle in the after situation from the lower ranch proper some dozen miles to their 480 acre summer range. These damages included costs of trucking, chutes, and corrals, road improvements, etc." Based upon the following comments Federal participation is limited to our pro-rata share of the State's review appraisal of \$3,150.

The property owners in the before situation owned two tracts of land, one of 520 acres and the other of 480 acres. The taking for the Interstate project consisted of 30.06 acres from the 520 acre tract. This tract was severed by the existing highway in the before situation and the acreage taken was for additional right of way and access control. The two severed tracts have access to one another by way of a cattle underpass, and connecting roads to a nearby interchange. The major question concerns the amount of severance damages, if any, between the 520 acre tract and the 480 acre tract. The latter tract is some 12 miles from the severed tract and is used as a summer cattle range. Apparently the alleged severance damage results from the fact that the owner can no longer drive his cattle down the highway to the summer range.

It would appear from the facts presented that the same owners hold title to the 520 acre tract and the 480 acre tract. It likewise appears that the summer range is part of the total farm operation. Based upon these facts, we assume that the case meets the unity of use test. The measure of damages in this case, as in most cases, is the difference in fair market value of the entire property before the take verses the fair market value of the entire property after the take. It would not be the cost pro-rated, etc., to truck the owner's cattle from one range to another.

The trial report indicates that the State testimony was \$3,150 for the value of the 30.06 acres taken from the 520 acre tract with a zero value for severance damages to the 480 acre tract. The trial report would indicate that the major issue was the amount of severance damages with the property owner's testimony ranging between \$22,000 and \$30,000 based primarily on the cost of trucking, chutes, and corrals, etc. This, as indicated, is not the proper measure of the valuation. From the facts presented, it would appear that the Oregon statutory provisions cited by Mr. Sollis have been complied with. It would also appear that the damages alleged to have accrued are not the result of a taking in Eminent Domain but are the result of the exercise of police power, i.e., the owner can no longer drive cattle along the highway. It is our conclusion that the above items discussed are not generally compensable in Eminent Domain.


G. L. Green

cc
OSHD (B.Boyd)
OSHD (M. R. Mitchell)
OSHD (J. Sollis)
FHWA (B. Rutledge)

CC: OSHD (H S Coulter)
Wash DC (HMO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY
FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 11	COUNTY Union	DIVISION Oregon
DATE OF REPORT 12/3/75	REPORT MADE BY R. A. Nichols, Area Engr		PROJECT NO. 271 I-80H-6(49)272
COMPLETION DATE 10/1/73	ACCEPTANCE DATE BY CONTRACT AGENCY 2/8/74	TIME ELAPSED 93 %	CONTRACT TIME 450 CD
APPROVED EXTENSIONS	LOCATION		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

LADDY CANYON SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, and Signing

DEC 05 1975

Washington

RECEIVED

DEC 8 1975

Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by P. A. NICHOLS		SIGNATURE Original signed by E. J. Valach Dist. Engineer	
TITLE P. A. Nichols	DATE 12/3/75	TITLE E. J. Valach	DATE DEC 05 1975

STATE COPY

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION															
STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS															
(PPM 20-2 and PPM 40-4)															
To be completed by Washington		2		4		5		8		9		12		13	
Headquarters		16		18		19		22		23		24		25	
Personnel		16		18		19		22		23		24		25	
PART A (To be completed by FHWA or State Highway Personnel (See instructions on reverse))															
STATE		COUNTY		FEDERAL PROJECT NO.		URBAN ()		RURAL ()							
Oregon		Union		I-804-6(49)271											
ITEM		DESCRIPTION		UNIT		ROADWAY QUANTITY		BRIDGE QUANTITY (Over 20 ft.)		DATE STARTED					
		CONSTRUCTION TYPE CODES								February 21, 1972					
20		FINAL CONSTRUCTION COST		DOL.		3,165,150		278,948		DATE COMPLETED					
										October 1, 1973					
21		LENGTH OF PROJECT		MILES		3.982		9.00		TOTAL NO. BRIDGES					
										1					
PART B (To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)															
30		LABOR		TOTAL MAN HOURS		GROSS EARNINGS									
				119,499		813,372									
22		TOTAL COST OF ALL MATERIALS AND SUPPLIES		DOL.		1,235,240		12,620							
9		PETROLEUM PRODUCTS		GAL.		339,425									
1		CEMENT		BBL.		14,173									
2		AGGREGATES PURCHASED		TON.		2,995									
92				CU. YD.		19,000									
3		BITUMINOUS MATERIAL		GAL.		375,221									
4		LUMBER		THSD BD. FT.				43							
5		TIMBER PILING		LIN. FT.											
7		REINFORCING STEEL		LB.		2,116,467		461,976							
8		STRUCTURAL STEEL		LB.				200,000							
10		EXPLOSIVES		LB.		7,025									
11		READY-MIXED CONCRETE		CU. YD.				1,356							
12		PREMIXED BITUMINOUS PAVING MATERIALS		TON											
15		AGGREGATES PRODUCED		TON		203,112									
95				CU. YD.											
16		MISCELLANEOUS STEEL		LB.		23,700									
17		FENCING		LIN. FT.		70,242									
18		GUARDRAIL		LIN. FT.		7,391									
19		BRIDGE RAIL		LIN. FT.		100		617							
23		FINAL CONTRACT AMOUNT FOR SIGNS		DOL.		18,081									
24		FINAL CONTRACT AMOUNT FOR LIGHTING		DOL.											
Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel															
48		52		53		61		62		70					

7671 6-19-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		FEDERAL AID PROJECT NO. I-80N-6(49)271								
LETTER OF APPROVAL AND/OR AUTHORIZATION		STATE PROJECT NO. Ladd Canyon Section								
FROM: G. L. Green, Division Engineer Salem, Oregon	PROGRAM NO.	COUNTY NAME Union								
	ITEM NO. I-645	PROGRAM STAGE (Check) ☐ 1. ☒ 2.								
TO: Mr. F. B. Klaboe Administrator & State Highway Engineer State of Oregon Salem, Oregon										
DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE December 27, 1971	FEDERAL ROUTE NUMBER Interstate Route 80N								
		STATE ROUTE NUMBER Old Oregon Trail Highway Route 6								
GENERAL LOCATION:										
GENERAL DESCRIPTION OF WORK: A cost overrun of \$5,927.62 in the adjustment of Pacific Northwest Bell Telephone Co facilities is authorized.										
YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW										
PRELIMINARY ENGINEERING TO DETERMINE ☐ LOCATION ONLY PRELIMINARY ENGINEERING FOR SURVEY AND PLAN ☐ PREPARATION ☒ OTHER (Specify) Utility adjustment Additional Costs		☐ ACQUISITION OF RIGHT-OF-WAY CONSTRUCTION - ADVERTISE FOR RECEIPT ☐ OF BIDS ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS								
REMARKS As requested in Mr. Preston's May 27 letter we approve an increase of our December 27, 1971 authorization for the adjustment of Pacific Northwest Bell Telephone Co.'s facilities of \$5,927.62 to a new total of \$24,127.62.										
ORIGINAL TO <i>Rulien - TAA</i> <i>CC. Boyd</i> <i>6-25-75</i>										
RECEIVED JUN 20 1975 Office of Assistant State Highway Engineer										
<table border="1"> <tr> <td>Info</td> <td rowspan="6">FOR REFER TO JUN 19 1975 RECEIVED STATE HWY ENGR</td> </tr> <tr> <td>Inves</td> </tr> <tr> <td>R/D</td> </tr> <tr> <td>D/R</td> </tr> <tr> <td>Sign</td> </tr> <tr> <td>Act</td> </tr> </table>				Info	FOR REFER TO JUN 19 1975 RECEIVED STATE HWY ENGR	Inves	R/D	D/R	Sign	Act
Info	FOR REFER TO JUN 19 1975 RECEIVED STATE HWY ENGR									
Inves										
R/D										
D/R										
Sign										
Act										
DATE 6-19-75	SIGNATURE OF APPROVING OFFICIAL <i>CR Bueghardt for</i>	TITLE Division Engineer								

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 21, 1975

In reply
refer to: 1041RW

SUBJECT: Oregon Project I-80N-6(28)262
LaGrande - North Powder Section
File 41040 (L-6418) - Counsell

FROM: G. L. Green, Division Engineer

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Additional information is required concerning the court award of \$17,000. The State's testimony ranged from \$2,900 to \$3,100. The trial attorney recommended no appeal.

The report indicates "The majority of the damages claimed by defendants was by virtue of the fact that they would have to truck their cattle in the after situation from the lower ranch proper some dozen miles to their 480-acre "summer range." These damages included cost of trucking, chutes and corrals, road improvements, etc."

It is our understanding that the owners in the before situation were able to drive their cattle along the existing highway to their summer range but are precluded from doing this in the after situation because State law does not permit cattle driving on the Interstate system. We request additional information as to whether or not this is a compensable item in imminent domain under State law or if there are other facts involved in the situation that are not explained in the "Report of Trial".

The comments of the Legal section are requested.

Matthews for
G. L. Green

RECEIVED STATE HWY ENGR					
MAR 24 '75					
REFER TO					
FOR					
Info	Inves	R/D	D/R	Sign	Act

NOTED
L. E. JONES

RECEIVED
MAR 24 1975
ORIGINAL TO
Boyd - TAA
3-25-75

#7671

November 27, 1974

849-5

Mr. George H. Corey
Corey, Byler & Rau
Attorneys at Law
P. O. Box 218
Pendleton, OR 97801

Dear Mr. Corey:

State v. Counsell, Circuit Court
Union County, Case No. 22197
(L-6410, R-41040)

In reply to your inquiry of November 21, pay-
ment is being processed and should be mailed into Court
within 10 days.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

cc F. B. Klaboe
R. L. Schroeder (enc.)
J. B. Boyd
Vern Skoog
Jack Solis

JLS:hg ja

GEORGE H. COREY
ALEX M. BYLER
LAWRENCE S. REW
STEVEN H. COREY

COREY, BYLER & REW
ATTORNEYS AT LAW
222 S. E. DORION AVE.
P. O. BOX 218
PENDLETON, OREGON 97601

TELEPHONE
AREA CODE 503
276-3331

November 21, 1974

State Highway Commission
State of Oregon
Salem, Oregon

Re: State Highway Department vs.
Counsell

Gentlemen:

We represent Edward U. Counsell and Lillian Mae Counsell who hold a judgment against the State of Oregon growing out of a condemnation case award in the Circuit Court in Union County. The judgment was signed September 18, 1974.

We will appreciate prompt payment of this judgment. This case has been in the courts more than five years.

Yours very truly,

COREY, BYLER & REW

BY:

George Corey

GHC:jk

RECEIVED	
STATE HWY ENGR	
NOV 22 1974	
REFER TO	
<i>Lollis</i>	
FOR	
☒	☐
☐	☐
☐	☐
☐	☐

7671

April 23, 1973

Mr. George H. Corey
Corey, Byler & Rew
Attorneys at Law
Post Office Box 218
Pendleton, OR 97801

Dear Mr. Corey:

In response to your April 9 letter, I am sorry that we must deny the request of your client, Mr. Edward U. Counsell, to drive cattle within the right-of-way of Interstate 80N between Mileposts 268 and 275. This denial is based upon the following reasons:

1. The distance involved would cause unnecessary and unexpected delays, exposing the motorist to unwarranted hazards over a considerable period of time.
2. It would be physically impossible to keep the cattle from the main traveled way through Ladd Canyon proper, a distance of approximately two and one-half miles.
3. Construction work on this section of freeway will be nearing completion at that time, and recently seeded and mulched slopes would be subject to damage, causing a loss to both the state and the contractor.

If Mr. Counsell elects to transport his cattle this summer, he will be able to use the direct access to his upper pasture from the highway that he has used in the past.

Mr. George H. Corey
Page 2
April 23, 1973

Upon completion of the Ladd Canyon-North Powder Section of the freeway, this access point will be served by a frontage road which connects to the freeway at the Clover Creek Interchange (M.P. 278.63). By next summer, Mr. Counsell will probably have to use this frontage road.

Very truly yours,



 H. S. Coulter
Assistant State Highway Engineer

WES:sh ia

bc F. B. Klaboe
A. E. Johnson
W. E. Schwartz

LRW LAG 124 4-18-73 4.40 PM

H S COULTER

I HAVE CHECKED UP ON COUNSELL'S ACCESS TO HIS UPPER PASTURE. HE APPARENTLY HAS GAINED ACCESS TO HIS PROPERTY ACROSS THE SMUTZ PROPERTY. THEIR DIRECT ACCESS TO THE HIGHWAY NEAR STATION 711 PLUS 00 WILL BE CUT OFF BUT WILL BE RE-ESTABLISHED VIA A FRONTAGE ROAD FROM THE CINDER PIT INTERCHANGE. I PRESUME COUNSELL HAS SOME LEGAL RIGHT TO CROSS THE SMUTZ PROPERTY.

DON'T BOTHER TO SEND BACK THE ROUGH DRAFT REPLY. WE WILL SEND A CORRECTED LETTER.

W E SCHWARTZ
SW24.

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

April 17, 1973

NOTED

H. S. COULTER

SUBJECT:

To:

H. S. Coulter
Assistant State Highway Engineer

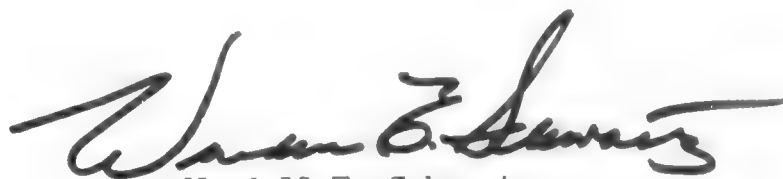
S A L E M

Assignment HSC-45
Ladd Canyon Section
Old Oregon Trail Highway
Contract No. 7671
Union County

Attached is a rough draft reply which you requested on the above assignment.

You should be made aware of the fact that the Counsell property is currently under condemnation. No date has been set for trial pending a Supreme Court decision on some legal point which seems to be germane to this case.

No matter how this request is answered, I am sure it will ultimately appear in the Court as proof of how Mr. Counsell has been damaged.



Wendell E. Schwartz
Regional Engineer

WES:sh
Attachment

cc John Hagedorn w/attach
Mort Fillmore "

RECEIVED

APR 18 1973

Office of
Assistant State Highway Engineer

*Before giving
to review and include
info on how cattle can get
to pasture.*

GEORGE H. COREY
ALEX M. BYLER
LAWRENCE B. REW
STEVEN H. COREY

COREY, BYLER & REW
ATTORNEYS AT LAW
222 S. E. DORION AVE.
P. O. BOX 218
PENDLETON, OREGON 97601

TELEPHONE
AREA CODE 503
276-3331

April 9, 1973

State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon 97310

RECEIVED	
STATE HWY ENGR	
APR 10 73	
REFER TO	
Counsell - reply	
4-10-73	
10	11
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30	31

Dear Sir:

We represent Edward U. Counsell, Route 2, Box 122, LaGrande, Oregon 97850. Annually, Mr. Counsell has driven his cattle on the right of way but off the main travelled portion of the highway south from his ranch headquarters in the vicinity of mile post 268 to about mile post 275. At the latter location, the cattle leave the highway to go on to Mr. Counsell's upper pasture.

In behalf of our client and pursuant to ORS 607.527(2), application is hereby made for a permit authorizing Mr. Counsell to herd and drive his livestock on a single trip within the boundaries of the right of way between the above approximate points in a southerly direction. Mr. Counsell intends to move approximately 80 pairs, 3 bulls and 15 yearling heifers.

Please advise us also whether it will be necessary for Mr. Counsell to obtain a similar permit for the return of these cattle in the fall between the same points back to his ranch headquarters on lower ground, or if the permit can authorize both trips?

Your early attention to this application for a permit will be appreciated since Mr. Counsell would like to move his cattle during the first week in June 1973, probably on a weekend.

Sincerely yours,

COREY, BYLER & REW

GHC:mf

By

George H. Corey

cc: State Highway Department
State of Oregon
P. O. Box 850
LaGrande, Oregon 97850

~~Actual~~
STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 10/3/74

Contingent upon modification of project agreement if additional funds are required

Order for State Force Work

APPLYING TO CONTRACT PROJECTS DA 11674 Order No. 14

FEDERAL HIGHWAY ADMINISTRATION
October 3, 1974

Project Name Ladd Canyon

Date October 3, 1974

Highway Old Oregon Trail

Contract No. 7671 F. A. Project No. 180N-6(49)

-271

County Union

Prefix 631-1074 Account No. 222

Description of Work To Be Done: Remove slide and install rock inlay \$11,000.00
Remove rock knobs causing snowdrift problems \$14,000.00

Work to be done by State Forces

Location by Station Numbers:

Slide: 593+18 - 595+29

Knobs: 585 - 588

Estimate of Quantities and Costs:

SLIDE

Materials	\$ 300.00
Equipment	\$ 4,700.00
Labor	\$ 6,000.00
Slide Total	\$11,000.00

ROCK KNOBS

Materials	\$ 1,000.00
Equipment	\$ 6,000.00
Labor	\$ 7,000.00
Rock Knobs Total	\$14,000.00

Explanation:

Correction of design deficiencies during construction.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization
Present estimate of project cost, including

\$..... for work under this order \$ 117,157.00

Expected under-run (amount) \$.....
Expected over-run

Expected under-run (per cent)
Expected over-run

Space to right of this line
is for use of Salem Office

Submitted by: G. H. Starker
Resident Engineer

Approval Recommended: [Signature]
Construction Engineer or
Bridge Engineer

Approval Recommended: [Signature]
Division Engineer

Approved: [Signature]
Deputy State Highway Engineer,
Assistant State Highway Engineer or
Office Engineer

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: MAI 12

La Grande, Oregon
October 3, 1974FROM: R. D. Hector
Regional Maintenance Engineer

SUBJECT:

NOTED
H. S. COULTERTO: D. H. Moehring
Maintenance EngineerCut Slope Fence
I-80N, M.P. 274.07
Ladd Canyon

The attached letter from G. A. Starkey points out two problems in the recently completed Ladd Canyon Section of I-80N.

The first item of concern is a cut slope failure adjacent to the eastbound entrance ramp of the Ladd Canyon Interchange. Some attempt was made during construction to correct the problem by use of a rock inlay, but the work was not extensive enough to stabilize the entire area. Since this was a recognized but not corrected problem at the time of construction, it was a design error not to correct it and therefore subject to federal participation.

The other item concerns two knobs of rock on the other side of the interchange. We find that these should have been removed during construction to prevent snowdrift condition that occurs at that area. A portion of the rock material would be used as slope inlay material.

Also attached are a sketch map and a state force order to cover the work.

Your approval is recommended.

RDH:sh
Attachments

cc G. A. Starkey

RECEIVED

OCT 7 1974

Office of
Assistant State Highway Engineer

MAINTENANCE ENGINEER
RECEIVED
OCT 4 - 1974

☒	AME	☒	AG
BME	BS	AA	FILE
			TA

10-8-74
orig w/att. to be sent
TAA

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande

DATE October 3, 1974

TO W. E. Schwartz, Region Engineer

Attention: R. Hector

FROM

G. A. Stuckey
G. A. Stuckey, District Engineer

SUBJECT

Cut-Slope Failure
I-80N, M.P. 274.07
Ladd Canyon

☐	☐	☐	☐
RE	RCE	RBE	RME
☒			☐
ROE	10/3	1974	
☐	RECEIVED		☐
RDE	REGIONAL OFFICE		

Failure of a cut slope has occurred on the right side of the subject freeway between engineer's station 593+18 and 595+29. This is adjacent to the eastbound "on ramp" and varies in height with an average of approximately 14 feet. This is a pop-out caused by excess ground water in soils which are not stable when wet.

Some stability problem was encountered during construction. I understand effort was made to stabilize during construction.

We propose to remove and waste the lubricated soils by cutting near vertical along the slide break to about the level of the ditch line. This involves approximately 2,000 yards. Rock backfill to provide a stable, free-draining inlay should be installed. This material can be obtained from solid rock knobs which were left by construction left of station 585-588. These knobs lie between the freeway and a frontage road junction. They contain approximately 5,000 yards, and have caused snow drift deposits which have proven very difficult to maintain.

A sketch map is enclosed, showing the location of the slide and rock deposits.

The following estimate is for the slide treatment:

W. E. Schwartz
October 3, 1974
Page 2

Remove and dispose 2,000 yards at \$2.50	\$5,000.00
Drill, shoot, load, haul, and place 2,000 yards rock in inlay at \$3.00	<u>\$6,000.00</u>
Total estimate for slide treatment	\$11,000.00

It is also very desirable to remove the remainder of rock from the knobs to eliminate the snow drift problem.

Remove approximately 3,500 cubic yards solid rock and waste at \$4.00	\$14,000.00
--	-------------

This work can be done with State forces, since the contract has been closed. These problems were not resolved when the construction was performed.

Attached is a State Force Order to cover this work.

GAS:mm
Attachments

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name Ladd Canyon Date October 3 1974
 Highway Old Oregon Trail Contract No. 7671 F. A. Project No. 180N-6(49)
 County Union Prefix 631-1074 Account No. 222
 Description of Work To Be Done: Remove slide and install rock inlay \$11,000.00
 Remove rock knobs causing snowdrift problems \$14,000.00

Location by Station Numbers:

Slide: 593+18 - 595+29
 Knobs: 585 - 588

Estimate of Quantities and Costs:

SLIDE

Materials	\$ 300.00
Equipment	\$ 4,700.00
Labor	\$ 6,000.00
Slide Total	\$11,000.00

ROCK KNOBS

Materials	\$ 1,000.00
Equipment	\$ 6,000.00
Labor	\$ 7,000.00
Rock Knobs Total	\$14,000.00

Explanation:

Correction of design deficiencies during construction.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization
 Present estimate of project cost, including . . \$
 \$ for work under this order \$

Expected under-run (amount) . . . \$

Expected under-run (per cent) . . .

Space to right of this line
 is for use of Salem Office

Submitted by: [Signature]
 Resident Engineer

Approval Recommended: [Signature]
 Division Engineer

Approval Recommended: [Signature]
 Construction Engineer or
 Bridge Engineer

Approved: [Signature]
 Deputy State Highway Engineer,
 Assistant State Highway Engineer or
 Other Engineer.

STATE OF OREGON

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contingent upon agreement if additional funds are required

DATE 9-27-74
FEDERAL HIGHWAY ADMINISTRATION

Project Name Ladd Canyon

Highway Old Oregon Trail

County Union

Date August 14, 1974

Contract No. 7671 I-80N-6(49)271

F. A. Project No.

Prefix 631-1074

Account No.

Description of Work To Be Done: Replace 500 Cu. Yd. of base rock. Clean out and restore 160 ft. of 18 inch culvert pipe and 2 catch basins.

Location by Station Numbers:

M.P. 272.47 - M.P. 272.64

Estimate of Quantities and Costs:

Labor	\$3,050.00
Equipment	1,200.00
Materials	1,000.00
TOTAL	\$5,250.00

Explanation: Heavy water flow from snow melt and rain exceeded designed capacity of drainage facilities. Heavy water flow washed base rock from surfacing slope, plugging culverts and catch basins which further overtaxed ditches, causing slope erosion.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization
Present estimate of project cost, including \$3,929,668.31

\$5,250.00 for work under this order \$3,895,986.27

Expected under-run (amount) \$33,682.04

Expected under-run (per cent) 0.9%

Space to right of this line is for use of Salem Office

Submitted by: G. A. Starkey

Resident Engineer

Approval Recommended:

Approval Recommended: W. E. Schwartz

Division Engineer

Approved:

Construction Engineer OX
HANK KROOKERDeputy State Highway Engineer
Assistant State Highway Engineer or
Office Engineer

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, OR

FILE:

August 22, 1974


FROM: M. D. Glenn
Construction EEO Engineer

TO: THE FILES

SUBJECT: LaGrande-Ladd Canyon and
Ladd Canyon Sections
Old Oregon Trail Highway
Contracts 7566 and 7671
State Force Orders for
Flood Damage

Two State Force Orders have been prepared to cover costs of permanent repairs for flood damage on I-80N. S.F.O. #15, in the amount of \$34,500 is for work on the LaGrande-Ladd Canyon Section, Contract No. 7566. S.F.O. #13, in the amount of \$5,250, is for work on the Ladd Canyon Section, Contract No. 7671.

This work was originally considered for programming as emergency relief work and three State Force Orders submitted.

Union County was not designated as a flood disaster area, therefore E.R. funds were not available. Mr. Nichols of the FHWA indicated work would be considered eligible for interstate funding. I have consolidated the three orders into two orders according to the interstate project limits.

Work under these orders was reviewed with Dick Nichols, Area Engineer, of the FHWA on August 14, 1974. He stated he would approve of the work and recommend FHWA participation in the costs.

The necessity for this work is attributed design deficiencies which were revealed by the heavy runoff. The proposed repair will correct the deficiencies and eliminate further corrective action at the indicated locations.

Contract work has been completed and the contractors have moved off both projects. Having the contractors move back onto these projects or letting a separate contract to do the proposed work is not feasible.

It is therefore considered in the public interest to perform this work with State Forces which has the necessary equipment and skilled personnel required.

MDG:mk

cc: H. S. Coulter ✓
W. E. Schwartz
G. A. Starkey
Vince Gallagher (2)/attachmentsNOTED
H.S. COULTER
RECEIVED
AUG 22 1974Office of
Assistant State Highway Engineer

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

Box 300 - Salem OR 97308

DATE: July 29, 1974
In reply refer to: 10-41.EC3/710.17

SUBJECT:

Program Item ER-63
Ladd Canyon Section

FROM :

G. L. Green, Division Engineer

TO :

Mr. F. B. Klaboe, State Highway Engineer

Work covered by subject program was not included in the initial damage survey reports for the 1974 ER Program and is therefore considered ineligible. Program Item ER-63 is returned herewith without action.

Also being returned without action are the three force account orders covering this work, as submitted by Mr. Rulien's July 24 letter.

G. L. Green
G. L. Green

Attachments:

1. PR-1, Item ER-63 (11)
2. SFO Nos. 1, 2, & 3 (6 cys ea)

RECEIVED	
STATE HWY ENGR.	
JUL 29 '74	
REFER TO:	
<i>Handwritten</i>	
FOR	
Chg	SCAD
CD	DIR
1	2

*Original to:
Rulien - review and
whatever action is appropriate
7-31-74*



**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310
July 24, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO

G. L. Green, Division Engineer
Federal Highway Administration

FROM

L. W. Rulien
Project Management Engineer

SUBJECT

Ladd Canyon Section
Project No. ER-299(3)

We are submitting six copies of three force account orders covering the permanent restoration of the above-mentioned section which we wish you to approve.

Authorization to use State forces to perform the work is requested because the work involved doesn't lend itself to competitive bidding; further, it is our opinion that it is more suitable for a county force operation, can be completed more rapidly and at a lesser cost; for these reasons, we feel that it is in the public interest to perform the work with State forces.

debarred

7671

February 19, 1974

The Aetna Casualty & Surety Co.
Bond Department
1201 S.W. 12th Avenue
Portland, OR 97205

Gentlemen:

On February 13, 1974, we wrote to you concerning release of final payment on Contract No. 7671 awarded to Peter Kiewit Sons' Co. for work on the Ladd Canyon Section of the Old Oregon Trail in Union County.

Final payment on this contract is \$4,050.66 and the total contract amount is \$3,444,098.74, including \$41,063.44 for work performed under force account.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

cc: Peter Kiewit Sons' Co.
215 South "V" St.
Vancouver, WA 98663

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
W. E. Schwartz

7671

5

February 8, 1974

TO Oregon Transportation Commission

FROM F. B. Klahoe, Administrator &
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7671, Work Completed October 1, 1973

Project Ladd Canyon

Highway Old Oregon Trail, County Union

Type of Work Grading, Paving, Structure & signing

Contractor Peter Kiewit Sons' Co.

Recommended Acceptance Date February 8, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on February 27, 1974 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
H. B. Coulter
C. T. Kenney
W. J. Hart

5

76071

FORM E-1 (REV 10-69) OREGON STATE HIGHWAY DIVISION FIELD ENGINEER'S WEEKLY REPORT FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION		SECTION Ladd Canyon		WEEK ENDING November 09, 1973	
		HIGHWAY Old Oregon Trail		SECTION PREFIX 631-1074	
		COUNTY Union			
NAME OF JOB Ladd Canyon		KIND OF WORK Grading, Paving, Structures, & Signing			
CONTRACTOR Peter Kiewit Sons' Co.		CONTRACT NUMBER 7671		FEDERAL AID PROJECT NUMBER I80N-6(49)271	
DATE OF CONTRACT 11-24-71		DATE WORK STARTED 2-21-72		ESTIMATED COMPLETION DATE	
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0		SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS Work 450		WORK DAYS USED CALENDAR DAYS USED 422.5	
		SPECIFIED COMPLETION DATE		PERCENT OF TIME ELAPSED 93.9	
PROJECT AUTHORIZATION \$3,929,668.31		ENGINEERING AUTHORIZATION \$279,443.08		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100	
EXCLUSIVE OF ENGINEERING: \$3,650,225.23		ENGINEERING COST TO DATE \$281,860.10		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98.6	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING \$3,592,930.83		PERCENT OF AUTHORIZATION 100.9%		DATE PROJECT WAS COMPLETED: 10-1-73	
ESTIMATED PERCENT UNDERRUN 1.6%					

ESTIMATED PERCENT COMPLETE (ROADWORK)							
CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
			3.98	3.98		3.98	3.98
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED			3.98	3.98		3.98	3.98
TOTAL ESTIMATED QUANTITIES (CONTRACT)			585,000 cy	168,200 ton		20,500 ton	113,000 sy
TOTAL QUANTITIES CORRECTED TO DATE			582,612 cy	161,503 ton		22,057 ton	111,186 sy
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			582,612 cy	161,503 ton		22,057 ton	111,186 sy
AVERAGE DAILY QUANTITIES			0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0	0		0	0
NUMBER OF SHIFTS PER DAY			0	0		0	0
HOURS PER SHIFT			0	0		0	0
EQUIPMENT USED DURING THE WEEK:							

ESTIMATED PERCENT COMPLETE (STRUCTURES)							
BRIDGE NO.		9779		RCBC			
PERCENT		100		100			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
 NOV 13 1973
 CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

REMARKS

SEMI FINAL SUBMITTED NOVEMBER 6, 1973

THIS IS FINAL REPORT

SIGNED

H M Fullmer

LOCATION

LaGrande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGE AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES



**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 9, 1973

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80N-6(49)271

FROM *for* L. H. Young, Office Engineer

SUBJECT Request Contract Acceptance

Contract 7671, Work Completed October 1, 1973
Project Ladd Canyon
Highway Old Oregon Trail
County Union

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 25, 1973

Conditions not acceptable: None

RECEIVED STATE HWY ENGR							
OCT 30 '73							
REFER TO							
FOR							
Info	Inv	R/D	P/R	Spec	Act	File	

G. L. Green
G. L. Green
Division Engineer

cc: F. B. Klaboe
L. H. Young
V. Gallagher

NOTED
H.S. COULTER

11-31-73
cy Coulter

7671

June 22, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80H-6(49)271

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7671, Extra Work Order No. 4 supplemental
Project Ladd Canyon
Highway Old Oregon Trail
County Union

This Order covers the cost of work to complete the construction of the FR₂ line from Station 588 to 703+50. Due to extremely wet conditions on part of the work area and the existence of very large boulders in the roadbed cut, additional work and material handling is necessary.

The original order covering this work was approved by your office effective February 25, 1972.

A copy of the Engineer's letter of explanation is attached.

This additional work was tentatively approved by the Federal Highway Administration District Engineer June 20, 1973.

Your approval as of February 25, 1972, approval date of the original order, is requested.

Attach.

BMW:dg



**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **June 8, 1973**

TO

G. L. Green, Division Engineer
~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
Federal Highway Administration

FROM

L. H. Young
Office Engineer

Federal-aid Project
No. I-80H-6(49)271

SUBJECT

Request Change Order Approval

Contract 7671, Extra Work Order No. 15
Project Ladd Canyon
Highway Old Oregon Trail
County Union

During the inspection of the guard rail installation prior to the final alignment, the guard rail around the radii of the "A" and "B" lines was found to be approximately 6 inches high. This order covers the cost of removing the guard rail members, lowering the posts and reinstalling the rail members which will place the guard rail at its proper mounting height. This work is necessary to correct an engineering error.

A copy of the Engineer's letter of explanation is attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 30, 1973.

Your approval as of May 30, 1973 is requested.

Attach.

BMW:pr

7671

Monthly transaction number 3-57	STATE COPY U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 3-22-73	State Oregon
Project report number 10		County Union
Modification number 1		Project number EMP-I-80N-6(49)271

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 21, 19 71, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ 3,643,512	\$ 3,962,904
Federal funds	\$ 3,361,503	\$ 3,655,800
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities and approved items previously retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22nd day of March, 19 73.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Victor D. Maffei
for E. S. Hunter
Assistant State Highway Engineer
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By C. R. Benighardt
for V. V. Cusack (Division Engineer)
(Acting)

By _____

(Title)

By _____

(Title)

Oregon State Highway Division

Federal-aid
Project No. EMP-I-80N-6(49)271

LADD CANYON SECTION

OLD OREGON TRAIL HIGHWAY IN UNION COUNTY

Salem, Oregon, March 15, 1973

Revised Project Agreement Estimate.

Type Code 7204

Roadway (Sta. 482+00 to Sta. 700+00)

	All Required		\$ 207,000.00
Mobilization			
	1 only	2,000.00	2,000.00
Furnish Field Laboratory Bldg.			
Temporary Protection and	All Required		20,000.00
Direction of Traffic	All Required		50,000.00
Clearing and Grubbing			
Removal of Structures and	All Required		15,000.00
Obstructions	2,000 cu.yds.	3.00	6,000.00
Ditch Excavation	50,140 cu.yds.	3.00	150,420.00
*Embankment Foundation Excavation	585,000 cu.yds.	0.65	380,250.00
General Excavation	42,000 cu.yds.	0.50	21,000.00
Extra for Selected Topsoil Material			
Extra for Selected Rock Inlay	8,700 cu.yds.	2.30	20,010.00
Material			
Scarifying and Shaping Existing	3.98 miles	6,000.00	23,880.00
Surfacing	99,000 C-yd.Sta.	0.15	14,850.00
Overhaul	8,000 cu.yds.	5.00	40,000.00
Trench Excavation			
Tractor, 350 H.P., Dozer	50 hr.	40.00	2,000.00
and Ripper	25 hr.	25.00	625.00
Blade Grader, 27,000 lbs.	25 hr.	15.00	375.00
Laborer	All Required		30,000.00
Finishing Roadbed and Slopes	8,500 M-gal.	2.00	17,000.00
Watering	113,200 tons	3.00	339,600.00
*Plant Mix Aggregate Base	55,400 tons	3.80	210,520.00
*Cement Treated Base Mixture	1,620 tons	33.00	53,460.00
Portland Cement in C.T.B. Mixture	110 tons	55.00	6,050.00
Asphalt in Seal	22,600 tons	5.75	129,950.00
*Class "B" Asphalt Concrete Mixture	1,330 tons	47.00	62,510.00
Asphalt Cement in Mixture	6 tons	60.00	360.00
Asphalt in Tack Coat	160 cu.yds.	7.00	1,120.00
3/4"-0 Aggregate in Prime Coat	28 tons	55.00	1,540.00
MC-250 Asphalt in Prime Coat			
Continuously Reinforced Concrete	113,000 sq.yds.	7.25	819,250.00
Pavement	All Required		6,000.00
Special Box Culvert			

102-inch Structural Plate Pipe, 12 Ga.	360 lin.ft.	100.00	36,000.00
Top and Sides, 10 Ga. bottom	4 only	300.00	1,200.00
18-inch Paved Culvert End Slopes	6 only	400.00	2,400.00
24-inch Paved Culvert End Slopes	2 only	450.00	900.00
36-inch Paved Culvert End Slopes	190 lin.ft.	6.00	1,140.00
12-inch Culvert Pipe	1,420 lin.ft.	7.00	9,940.00
18-inch Culvert Pipe	1,760 lin.ft.	9.00	15,840.00
24-inch Culvert Pipe	240 lin.ft.	13.00	3,120.00
36-inch Culvert Pipe	540 lin.ft.	15.00	8,100.00
42-inch Culvert Pipe	1,000 lin.ft.	30.00	30,000.00
60-inch Culvert Pipe	120 lin.ft.	40.00	4,800.00
72-inch Culvert Pipe	400 lin.ft.	22.00	8,800.00
Extra for Pipe Under Pavement	1 only	500.00	500.00
Concrete Inlets, Type "D"	30 only	400.00	12,000.00
Concrete Inlets, Type "G-2MA"	400 lin.ft.	4.00	1,600.00
6-inch Drain Pipe	13,900 lin.ft.	5.00	69,500.00
8-inch Drain Pipe	1,750 cu.yds.	8.00	14,000.00
Special Filter Material in Drains	2,100 lin.ft.	3.50	7,350.00
Guardrail, Type 1	7,050 lin.ft.	4.40	31,020.00
Guardrail, Type 2A	22 only	275.00	6,050.00
Guardrail Anchors			
Extra for Guardrail Bridge	4 only	185.00	740.00
Connections	450 lin.ft.	8.00	3,600.00
Concrete Median Barrier	370 lin.ft.	0.55	203.50
Type 1-5W Fence	55,500 lin.ft.	0.55	30,525.00
Type 2 Fence	4 only	200.00	800.00
16'x48" Single Gates	1 only	290.00	290.00
20'x48" Double Gates	310 cu.yds.	10.00	3,100.00
Loose Riprap, Class 100	2 only	2,700.00	5,400.00
16' Cattle Guards	4 only	3,400.00	13,600.00
26' Cattle Guards	250 only	8.00	2,000.00
Guide Posts	22 only	10.00	220.00
Guide Posts, Flexible	70 lin.ft.	20.00	1,400.00
Salvaging and Re-laying Pipe	4,600 lin.ft.	8.05	37,030.00
Metal Snow Fence	130 acres	270.00	35,100.00
Roadside Seeding and Mulching			

Signing

Removal of Existing Sign Installations	All Required	500.00
Painted Wood Sign Posts	All Required	1,250.00
Sign Support Footings	All Required	1,300.00
Breakaway Sign Posts	All Required	4,700.00
Structure Mounts	All Required	1,100.00
Type "A" and "AA" Signs in Place	715 sq.ft.	7.50
Type "C" and "D" Signs in Place	576 sq.ft.	4.50
Type "E,F,G" and "M" Signs in Place	105 sq.ft.	4.75
Type "U" Signs in Place	19 sq.ft.	4.25
Thermoplastic Pavement Arrows	2 only	90.00
		180.00
		\$3,046,602.50
Flagging (60% of Contractor's Cost)	All Required	\$ 30,000.00
Permanent Pavement Striping	All Required	1,500.00

Stage Construction	All Required	200.00
Temporary Erosion Control	All Required	10,000.00
On-the-Job Trainee (4 @ \$800)	All Required	3,200.00
El Paso Natural Gas Co.	All Required	173,096.00
Chevron Pipe Line Co.	All Required	44,370.00
California Pacific Utilities Co.	Lump Sum	758.92
Pacific Northwest Bell	All Required	18,200.00
EWO #3 Furnish & Place Pipe Bedding		
Material	All Required	500.00
		\$ 281,824.92
	Subtotal	\$3,328,427.42
	Eng. & Cont.	* 330,842.58
	Total	\$3,659,270.00

*Note: Reduced in accordance with Par. 5 (Project Field Offices) of PPM 30-6.

*Changes in bid items.

Type Code X781

Structure Br. #9779 (Sta. 586+00) (Length 311')

Shoring, Cribbing, Etc.	All Required		\$ 20,000.00
Structure Excavation	360 cu.yds.	7.00	2,520.00
Structure Excavation below			
Elevation Shown	30 cu.yds.	7.00	210.00
Furnish HP 10x42 Steel Piling	4,750 lin.ft.	5.00	23,750.00
Drive Steel Piles	76 only	150.00	11,400.00
Splice Steel Piles	19 only	25.00	475.00
Class "A" Concrete (345 cu.yds.)	All Required		40,000.00
Class "AA" Concrete (655 cu.yds.)	All Required		92,000.00
Expansion Joint	70 lin.ft.	50.00	3,500.00
Prestressing Steel (50,700 lb.)	All Required		33,000.00
Deck Seal	1,140 sq.yds.	2.00	2,280.00
Reinforcement (191,600 lb.)	All Required		32,000.00
Three Tube Metal Railing	617 lin.ft.	18.00	11,106.00
Preparation of Slopes	340 sq.yds.	2.00	680.00
Concrete Slope Paving	340 sq.yds.	8.00	2,720.00
8-inch Culvert Pipe	130 lin.ft.	3.00	390.00
	Subtotal		\$ 276,031.00
	Engr. & Cont.		27,603.00
	Total		\$ 303,634.00

Length of Roadway - - - - 3.982 miles
Length of Structure - - - - 0.00 mile
Total 3.982 miles

Cost of Roadway per mile - \$918,952.78

Oregon State Highway Division

-4-

Federal-aid
Project No. EMP-I-80N-6(49)271

Retained in Program Status

Slide Correction	All Required	\$ 20,000.00
Fine Aggregate for Existing Roadbed	All Required	3,500.00
General Telephone	All Required	500.00
	Subtotal	\$ 24,000.00
	Engr. & Cont.	2,400.00
	Total	\$ 26,400.00

Summary of Funds

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Roadway	\$3,659,270.00	\$3,375,668.00	\$ 283,602.00
Structure	303,634.00	280,132.00	23,502.00
	Subtotal	\$3,655,800.00	\$ 307,104.00
Retained in Program	26,400.00	24,300.00	2,100.00
Total	\$3,989,304.00	\$3,680,100.00	\$ 309,204.00

Group 1 - 100%

Contract No. 7671

Prefix: 631-1074

LADD CANYON SECTION

PROJECT NO. I-80N-6(49)271

Chevron Pipe Line Co.

Company Labor	\$ 1,800
Equipment	540
Material	14,180
Contract Installation	27,850
	<u>\$ 44,370</u>

El Paso Natural Gas Company

Company Services

Labor	\$ 25,924
Equipment	7,091
Employee Expense	2,400
Material Handling Cost	1,500
Material	43,519
Gas Loss	2,350
Overhead	18,925
Contingency	27,126
Less Credit for Salvage	<u>(23,280)</u>
Total Co. Service	<u>\$105,555</u>

Outside Services

Contract	<u>\$169,550</u>
Total Estimated Cost	<u>\$275,105</u>
State Share 62.92% -	<u>\$173,096</u>

California Pacific Utilities Co.

Installation Cost	\$ 1,292.61
Material	139.10
Removal Cost	123.15
Less Salvage Credit	(37.03)
Total	\$ 1,517.83

State Share 50% - \$758.92 lump sum

Pacific Northwest Bell

Labor	\$ 7,265.00
Board & Lodging	229.00
Equipment	257.00
Material	6,903.00
Contract Cost	4,000.00
Less Salvage Credit	(454.00)
Total	\$ 18,200

State Share 100% - \$18,200

Ladd Canyon Section

Nonparticipating-State Work

State Responsibility for Damages

All Required

\$ 3,000.00

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.

12-80

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATIONFEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

PROJECT REPORT NO.

76-61

STATE

Oregon

COUNTY

Union

PROJECT NO.

EMP-I-80N-6(49)271

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N 8.6 mi. S. of La Grande S. 3.98 mi.
(Ladd Canyon Section)

PROJECT CLASSIFICATION OR CLASS OF WORK

EFFECTIVE DATE
OF AUTHORIZATIONAPPROXIMATE
LENGTH (Miles)

HIGHWAY PLANNING

PRELIMINARY ENGINEERING

RIGHTS-OF-WAY

CONSTRUCTION

10-20-71

3.982

OTHER (Specify)

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT

\$ 3,643,512.00

FEDERAL FUNDS

\$ 3,361,503.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Department)

By

Assistant State Highway Engineer

(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

(Division Engineer)

For: R. E. Simpson

Date executed by
Division Engineer

DEC 21 1971

Oregon State Highway Division

Federal-Aid
Project No. EMP-I-80N-6(49)271

LADD CANYON SECTION

OLD OREGON TRAIL HIGHWAY IN UNION COUNTY

Salem, Oregon, December 17, 1971

Project Agreement Estimate.

Type Code 7204

Roadway (Sta. 482+00 to Sta. 700+00)

Mobilization	All Required		\$ 207,000.00
Furnish Field Laboratory Building	1 only	2,000.00	2,000.00
Temporary Protection and Direction of Traffic	All Required		20,000.00
Clearing and Grubbing	All Required		50,000.00
Removal of Structures and Obstructions	All Required		15,000.00
Ditch Excavation	2,000 cu.yd.	3.00	6,000.00
Embankment Foundation Excavation	23,000 cu.yd.	3.00	69,000.00
General Excavation	585,000 cu.yd.	0.65	380,250.00
Extra for Selected Topsoil Material	42,000 cu.yd.	0.50	21,000.00
Extra for Selected Rock Inlay Material	8,700 cu.yd.	2.30	20,010.00
Scarifying and Shaping Existing Surfacing	3.98 mile	6,000.00	23,880.00
Overhaul	99,000 C-yd.sta.	0.15	14,850.00
Trench Excavation	8,000 cu.yd.	5.00	40,000.00
Tractor, 350 H.P., Dozer and Ripper	50 hour	40.00	2,000.00
Blade Grader, 27,000 lbs.	25 hour	25.00	625.00
Laborer	25 hour	15.00	375.00
Finishing Roadbed and Slopes	All Required		30,000.00
Watering	8,500 M-gal.	2.00	17,000.00
Plant-Mix Aggregate Base	138,800 ton	3.00	416,400.00
Cement-Treated Base Mixture	29,400 ton	3.80	111,720.00
Portland Cement in CTB Mixture	1,620 ton	33.00	53,460.00
Asphalt in Seal	110 ton	55.00	6,050.00
Class "B" Asphalt Concrete Mixture	20,500 ton	5.75	117,875.00
Asphalt Cement in Mixture	1,330 ton	47.00	62,510.00
Asphalt in Tack Coat	6 ton	60.00	360.00

3/4" - 0 Aggregate in Prime Coat	160 cu.yd.	7.00	1,120.00
MC-250 Asphalt in Prime Coat	28 ton	55.00	1,540.00
Continuously Reinforced Concrete Pavement	113,000 sq.yd.	7.25	819,250.00
Special Box Culvert	All Required		6,000.00
102-inch Structural Plate Pipe, 12 ga. Top and Sides, 10 ga. Bottom	360 lin.ft.	100.00	36,000.00
18-inch Paved Culvert End Slopes	4 only	300.00	1,200.00
24-inch Paved Culvert End Slopes	6 only	400.00	2,400.00
36-inch Paved Culvert End Slopes	2 only	450.00	900.00
12-inch Culvert Pipe	190 lin.ft.	6.00	1,140.00
18-inch Culvert Pipe	1,420 lin.ft.	7.00	9,940.00
24-inch Culvert Pipe	1,760 lin.ft.	9.00	15,840.00
36-inch Culvert Pipe	240 lin.ft.	13.00	3,120.00
42-inch Culvert Pipe	540 lin.ft.	15.00	8,100.00
60-inch Culvert Pipe	1,000 lin.ft.	30.00	30,000.00
72-inch Culvert Pipe	120 lin.ft.	40.00	4,800.00
Extra for Pipe Under Pavement	400 lin.ft.	22.00	8,800.00
Concrete Inlets, Type "D"	1 only	500.00	500.00
Concrete Inlets, Type "G-2MA"	30 only	400.00	12,000.00
6-inch Drain Pipe	400 lin.ft.	4.00	1,600.00
8-inch Drain Pipe	13,900 lin.ft.	5.00	69,500.00
Special Filter Material in Drains	1,750 cu.yd.	8.00	14,000.00
Guard Rail, Type 1	2,100 lin.ft.	3.50	7,350.00
Guard Rail, Type 2A	7,050 lin.ft.	4.40	31,020.00
Guard Rail Anchors	22 only	275.00	6,050.00
Extra for Guard Rail Bridge Connections	4 only	185.00	740.00
Concrete Median Barrier	450 lin.ft.	8.00	3,600.00
Type 1 - 5W Fence	370 lin.ft.	0.55	203.50
Type 2 Fence	55,500 lin.ft.	0.55	30,525.00
16' x 48" Single Gates	4 only	200.00	800.00
20' x 48" Double Gates	1 only	290.00	290.00
Loose Riprap, Class 100	310 cu.yd.	10.00	3,100.00
16' Cattle Guards	2 only	2,700.00	5,400.00
26' Cattle Guards	4 only	3,400.00	13,600.00
Guide Posts	250 only	8.00	2,000.00
Guide Posts, Flexible	22 only	10.00	220.00
Salvaging and Re-laying Pipe	70 lin.ft.	20.00	1,400.00
Metal Snow Fence	4,600 lin.ft.	8.05	37,030.00
Roadside Seeding and Mulching	130 acre	270.00	35,100.00
<u>Signing</u>			
Removal of Existing Sign Installations	All Required		500.00
Painted Wood Sign Posts	All Required		1,250.00
Sign Support Footings	All Required		1,300.00
Breakaway Sign Posts	All Required		4,700.00
Structure Mounts	All Required		1,100.00

Type "A" and "AA" Signs in Place	715 sq.ft.	7.50	5,362.50
Type "C" and "D" Signs in Place	576 sq.ft.	4.50	2,592.00
Type "E", "F", "G" and "M" Signs in Place	105 sq.ft.	4.75	498.75
Type "U" Signs in Place	19 sq.ft.	4.25	80.75
Thermoplastic Pavement Arrows	2 only	90.00	180.00
			<u>\$2,931,107.50</u>
Flagging (60% of Contractor's Cost).	All Required		\$ 30,000.00
Permanent Pavement Striping	All Required		1,500.00
Stage Construction Striping	All Required		200.00
Temporary Erosion Control	All Required		10,000.00
On-Job Trainee (4 @ \$800)	All Required		3,200.00
El Pasco Natural Gas Co.	All Required		17,694.00
Chevron Pipe Line Co.	All Required		44,370.00
			<u>\$ 106,964.00</u>
	Subtotal		<u>\$3,038,071.50</u>
	Engr. & Cont.		*301,806.50
	Total		<u>\$3,339,878.00</u>

*NOTE: Reduced in accordance with par. 5 (Project Field Offices) of PPM 30-6.

Type Code X781

Structure Br. #9779 (Sta. 586+00)(Length 311')

Shoring, Cribbing, Etc.	All Required		\$ 20,000.00
Structure Excavation	360 cu.yd.	7.00	2,520.00
Structure Excavation Below Elevation Shown	30 cu.yd.	7.00	210.00
Furnish HP 10x42 Steel Piling	4,750 lin.ft.	5.00	23,750.00
Drive Steel Piles	76 only	150.00	11,400.00
Splice Steel Piles	19 only	25.00	475.00
Class "A" Concrete (345 cu.yd.)	All Required		40,000.00
Class "AA" Concrete (655 cu.yd.)	All Required		92,000.00
Expansion Joint	70 lin.ft.	50.00	3,500.00
Prestressing Steel (50,700 lb.)	All Required		33,000.00
Deck Seal	1,140 sq.yd.	2.00	2,280.00
Reinforcement (191,600 lb.)	All Required		32,000.00
Three Tube Metal Railing	617 lin.ft.	18.00	11,106.00
Preparation of Slopes	340 sq.yd.	2.00	680.00
Concrete Slope Paving	340 sq.yd.	8.00	2,720.00
8-inch Culvert Pipe	130 lin.ft.	3.00	390.00
	Subtotal		\$ 276,031.00
	Engr. & Cont.		27,603.00
	Total		<u>\$ 303,634.00</u>

Length of Roadway - - - - 3.982 Miles
 Length of Structure - - - - 0.000 Mile

Total - - - - 3.982 Miles

Cost of Roadway Per Mile- - \$838,743.85

Retained in Program Status

Slide Correction	All Required	\$ 20,000.00
Pipe Bedding Material	All Required	500.00
Fine Aggregate for Existing Roadbed	All Required	3,500.00
California Pacific Utilities	All Required	500.00
Pacific N.W. Bell	All Required	17,500.00
General Telephone	All Required	500.00
El Paso Natural Gas Co.	All Required	140,000.00
	Subtotal	\$ 182,500.00
	Engr. & Cont.	18,250.00
	Total	\$ 200,750.00

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Roadway	\$3,339,878.00	\$3,081,371.00	\$258,507.00
Structure	303,634.00	280,132.00	23,502.00
Subtotal	\$3,643,512.00	\$3,361,503.00	\$282,009.00
Retained in Program	200,750.00	185,211.00	15,539.00
Total	\$3,844,262.00	\$3,546,714.00	\$297,548.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
 Chap. 529, Laws 1939.
 State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7671

Prefix - 631-1074

LADD CANYON SECTION
OREGON PROJECT NO. I-80N-6(49)271

El Pasco Natural Gas Co. Estimate

Company Expense

Labor
Equipment
Employee Expense
Material Handling Cost

A11 Required
A11 Required
A11 Required
A11 Required

\$ 5,736
1,241
1,440
650

Material
Gas Loss
Overhead
Contingency
Less Credit for Salvage

A11 Required
A11 Required
A11 Required
A11 Required
A11 Required

\$ 9,067
\$ 11,036
1,898
4,948
7,092
(2,395)

Total Company Services

\$ 22,579

\$ 31,646

Outside Services

Contract

Total Estimated Cost

\$ 43,970

\$ 75,616

Oregon State Highway Division's Share 23.4%

\$ 17,694

LADD CANYON SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	\$ 3,000.00
----------------------------------	--------------	-------------

RECEIVED
JAN 10 1973

FOR FILING HWA-121 (12-47)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

P.O. Box 300
Salem, OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 11, 1973

FROM : Mr. G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(49)271
Ladd Canyon
Old Oregon Trail
State Force Order No. 9
Total Estimated Amount of the Order - \$500.00
Federal Participation - \$450.00

In reply refer to: 10-35-DA

RECEIVED STATE HWY ENGR						
JAN 15 '73						
REFER TO						
FOR						
Info	Inv	R/D	DIR	Dep	Act	File

Reference is made to Mr. Young's letter of January 3, concerning the subject order.

The use of State Forces to furnish and install a neon "slow" sign at the east end of the project is approved as being in the public interest under the provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically and expeditiously.

Signing to be performed should be in conformance with the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the actual cost of signing less salvage value if applicable. The estimated total costs of the work to be done under this order is \$500.00 with Federal participation of \$450.00.

Enclosure
State Force Order No. 9



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 4 - 1973

FOR FILING

OREGON STATE
HIGHWAY DIVISION



7671
HIGHWAY BUILDING •

SALEM, OREGON • 97310

DATE January 3, 1973

TO

C. L. Green, Division Engineer
~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80N-6(49)271

FROM

ORIGINAL SIGNED BY
R. D. ASBURY

L. H. Young
Programing Engineer

SUBJECT

Request Change Order Approval

Contract 7671 State Force Order No. 8
Project Ladd Canyon
Highway Old Oregon Trail
County Union

This order covers furnishing to the contractor steel piling necessary to obtain required bearing at the Ladd Canyon Interchange Structure. Additional piling is necessary to extend the order length piling approximately 180 feet to obtain the planned bearing.

Copies of the engineer's letter of explanation are attached.

The estimated cost of this order is \$900.00 with Federal participation in the amount of \$810.00.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer December 22, 1972.

Your approval as of December 22, 1972 is requested.

Attach.

BMW:dqk



(D) 12 @ 12 11 V 10
DEC 27 1972

**OREGON STATE
HIGHWAY DIVISION**

7671
HIGHWAY BUILDING

• SALEM, OREGON • 97310

DATE December 27, 1972

TO

G. L. Green, Division Engineer
XXXXXXXXXXXXXXXXXXXXXXXXXXXX
R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80M-6(40)271

FROM

ORIGINAL SIGNED BY
R. D. ASBURY

L. H. Young
Programing Engineer

SUBJECT

Request Change Order Approval

Contract 7671 Extra Work Order No. 12
Project Ladd Canyon
Highway Old Oregon Trail
County Union

The order covers furnishing and installing additional barricades and signs not shown on the plans or covered by the bid item for "Protection and Direction of Traffic". This work is necessary to better protect the traveling public.

Attached are copies of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration District Engineer on December 18, 1972.

Your approval as of December 18, 1972 is requested.

Attach.

JK:dak

DEC 14 1972

FOR FILING

7671

December 14, 1972

The Honorable Tom McCall
Governor of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor McCall:

We have investigated the accident record through the construction area involved in two of our adjoining contracts in the Ladd Canyon area south of La Grande.

Since work started on the first of these two projects on June 21, 1971, there have been ten fatalities in eight accidents. Of these eight accidents, three occurred within the limits of construction activity and none of them involved construction equipment. The other five fatal accidents occurred as a result of vehicles going out of control on snow or ice or other unknown reasons in areas not yet under contract on which no construction activity had been started.

This has been an extremely difficult project to construct due to the necessity to provide a modern, wide, four-lane freeway in this narrow, rugged canyon and still provide for traffic through the project. The restricted working room and the many equipment crossings required to construct such a highway involve flagging conditions and frequent stops by motorists. The project plans and specifications include definite construction signing plans and provision for traffic control.

Nearly all of the major grading work has now been accomplished, so the balance of the work remaining should be relatively safe for traffic. Our contractor on the La Grande-Ladd Canyon Section has agreed to forego any further work restricting traffic until next spring, which will allow us to provide four lanes of traffic through the entire area during the winter months. This should greatly facilitate the movement of traffic in the area.

Governor McCall
Page Two
December 14, 1972

It will be necessary to restrict traffic again to two lanes through the canyon area when work resumes next spring. The last of these two projects is scheduled for completion by late summer of 1973.

In addition to the four-laning, the signing and delineation are being supplemented and upgraded to facilitate the movement of traffic.

A suggested draft of a reply to Ms. Linda S. Abbott of the La Grande Ambulance Service is attached.

Sincerely,

F. B. Klaboe
Deputy State Highway Engineer

Attach.

cc Sam R. Haley

George M. Baldwin
Tom Edwards
A. E. Johnson
C. T. Keasey
M. E. Schwartz

CTK:fr AEJ:ja fn

Ms. Linda S. Abbott
(Portion pertaining to Highway Division--contents
recorded on attached card)

The second paragraph of your letter expressed your concern for the safety of the traveling public through the highway construction area south of La Grange.

I, too, share your concern for the injuries and loss of human life. I have been advised by the Highway Division that several measures have been taken to reduce the hazards as much as possible.

Additional signing and delineation are being provided to help guide the motorists through the area. Our contractor on one of the two projects involved, Hughes and Ladd, has agreed to forego any further major work through the canyon area until spring, which will permit the use of four lanes for traffic until work resumes after the winter storms have abated.

This has been a very difficult project to construct, but nearly all of the major grading work involving heavy construction vehicles and many equipment crossings has been completed, so that the balance of the project, scheduled for completion late next summer, should be relatively safe.

The new freeway, when completed, will, I am sure, reduce the accident potential by many times and provide a safe, modern highway for motorists.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1972

To: A. E. Johnson
Asst. State Highway Engineer
BUILDING

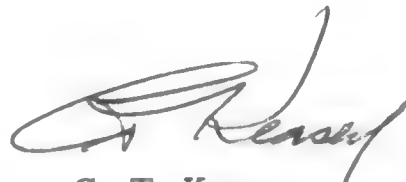
SUBJECT: Fatal Accidents
LaGrande-Ladd Canyon Section
Ladd Canyon Section
Old Oregon Trail Highway

The fatal accidents which have occurred within the limits of the subject contract projects have been reviewed and reports on each accident are attached. Three of the eight fatal accidents are in one way or another connected with the construction in the area. The other five occurred in areas not yet under contract, or on which no construction activity had been started.

Suggested rough draft replies to Governor McCall, State Representative Ed Patterson, Ms. Linda S. Abbott and Mrs. Audrey A. Pedersen are attached.

I have reviewed this construction area with Region Engineer W. E. Schwartz and several steps are being taken to improve the safety of the projects. Signing and delineation are being supplemented and upgraded. Hughes and Ladd, prime contractors on the LaGrande-Ladd Canyon Section, have agreed to forgo any further construction on the eastbound half of the Ladd Creek structure which will now permit the use of 4 full lanes through both projects, until next spring when weather has abated.

These improvements should greatly improve the safety of the section through the winter months.



C. T. Keasey
Construction Engineer

CTK:fr

Attachments

cc: W. E. Schwartz

RECEIVED
DEC 6 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

*Put in working on this
Roger*

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 27, 1972

☒ RE ☒ RCE ☐ RDE ☒ RVE
NOV 29 1972
☒ RDE RECEIVED REGIONAL OFFICE

To: W. E. Schwartz
Region Engineer

SUBJECT: Letter - LaGrande Ambulance Service
to Governor McCall 11-21-72
Re: LaGrande-Ladd Canyon and
Ladd Canyon Sections
Old Oregon Trail Highway

FROM: *C. T. Keasey*
C. T. Keasey
Construction Engineer

Attached is a copy of a letter from the LaGrande Ambulance Service regarding traffic conditions through the subject sections.

Please investigate the conditions alleged together with verification of the accidents and report actions taken or recommended, with a suggested rough draft reply for the Governor's signature.

Please report by December 6, 1972.

CTK:fw
Attach.
cc: F. B. Klaboe
A. E. Johnson

22-72 Abbott to Traf Saf.

&
Highway

21 November 1972

NOV 22 1972

Governor Tom McCall,

I am writing in regards to two different things which I think should be brought to your attention.

The first and most unpleasant, because of its complaint nature. Regarding a state official appointed by you. Mr. Gil Belamy, the Oregon Traffic Safety Director. I wrote to this gentleman around May 1972, requesting some information for a small volunteer ambulance group in Elgin, Oregon. I am not part of their group. I work for La Grande Ambulance Service which is a commercial company. However, since I had access to the information, I told the boys in Elgin, that I would write and see about obtaining information for them regarding forms and applications to get a more up-to-date vehicle. Mr. Belamy has not even had the courtesy to answer my letter. Now this man cannot be any busier than some of our senators which always answer their mail. I would appreciate it if you would please obtain this information and sent it to me from your office, as Mr. Belamy seems to be rather unreliable. Another example of this as long as I am writing is with Regards to Mr. Belamy and Mr. Crvin Ruede, who builds ambulances. He bid and was accepted to build an ambulance for an area around the coast. Identa, which needed an ambulance in a hurry. His payment was to be made upon delivery. He delivered the car on 21 Sept. 1972. This is now 21 November 1972 and as of a few moments ago he has not received payment for his services to the State of Oregon. Again this matter is in Mr. Belamy's jurisdiction. I believe with some checking you would find that there are other problems with the way in which Mr. Belamy is handling the office in which you put him. I feel that if he cannot handle this position, he should be removed and someone else put in that will do the job.

The second matter which I would like to bring before you is the matter of a certain stretch of hiway here in eastern Oregon. Ladd Canyon U. S. Hiway 30E, between La Grande and Baker. This is under construction to change from three lane to freeway conditions. The construction is being handled by Hughes and Ladd Contractors. This area has had 6 fatals and 27 others which have needed ambulance service due to accidents on this road. Part of the reasons for the accidents has been because there is no lighting, very few markers to show people where in the road that they belong. On dark rainy nights, or in winter conditions of mud, a layer of ice and snow on top of that and there are many accidents. I feel that there should be some protective measures for this stretch of road. Part of the Emergency Medical Field, is Prevention and this is what I am trying to do here. This road will not be finished much before summer of 1973, and I think that something should be done to help people at least live through the winter.

Thank you very much for your consideration to this matter.

Sincerely,

Linda S. Abbott

Linda S. Abbott
La Grande Ambulance Service

LA GRANDE AMBULANCE SERVICE

P. O. Box 324

LA GRANDE, OREGON 97850

Copies to: Sen. Mark Hatfield
Sen. Robert Packwood
Rep. Al Ullman
State Rep. E. E. "Ed" Patterson
U. S. Rep. Edith Green
Emergency Health Services Division

STATE INVOICE	NOV 24 1972	REFER TO	FOR	Info	Notes	RD	DR	CL	LT
---------------	-------------	----------	-----	------	-------	----	----	----	----

NOV 24 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Quicke Quicke

For Vistica
to Al Johnson - Asst. State Hwy Engr.
(not val)

cy Healy
Schwartz
12-4-72

Hwy 6 June, 1971 to Date. 9/30/72

1972 Mile Posts	Acc	K	I
Ladd Canyon - M.P. 265.51 - M.P. 272.10	19		18
S. There of - M.P. 272.10 - M.P. 276.07	11	6	16
	25	6	34
Nov		2	

Set out the Fatal Acc briefs below:

Date	Time	M.P.	Veh Types	K	I
12-20-71	12:40 PM	Temp. 272.18	compact Volvo Pickup	2	2
9-6-71	9:15 AM	Temp. 273.60	Toyota	1	1
12-23-71	3:05 PM	Temp. 279.18	2 cars 1 semi 1 Mustang	2	3
10-27-72	6:20 PM	272.59	1 semi	1	
Nov		2 add		2	
				8	

25

11/30/72

RECEIVED

NOV 30 1972

OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

11-30-72

9

LAB CON 47 11-24-72 10.30 AM

SCHWARTZ

RE FATAL ACCIDENT OF 11-19-72 ON LADD CANYON SECTION AS COVERED BY FILLMORE, S NOV. 20 MEMO TO FILES, WE SUGGEST YOU REPORT THIS IN A LITTLE MORE DETAIL WITH A SKETCH DOCUMENTING PROTECTIVE ITEMS AND PICTURES IF POSSIBLE. ALL THIS IS FOR OUR INSURANCE PURPOSES.

BOND

FR 49

*cc Morb -
Prepare report w/ pic & sketch
DA.
11-24-72*

☒ RE	☒ RCE	☐ RBE	☒ RME
☒ ROE	NOV 24 1972		☐
☐ RDE	RECEIVED REGIONAL OFFICE		☐

9AAMCNM

☐	☒	☐	☐
RE	RCE	RBE	RME
☒			☐
RCE			
☐			☐
RDE			

NOV 20 1972

RECEIVED
REGIONAL OFFICE

CON MCE LAG 158 11-20-72 1.15 PM

R N BOTHMAN
INFO TO C T KEASEY

TWO VEHICLE ACCIDENT AT MP 302 OF I-80N AT 6 PM, 11-19-72 RESULTED
IN DEATH OF SAM RAYBURN RICE, 45, 2317 HARTMAN, BOISE, IDAHO
AND INJURY TO THREE OTHER PERSONS. *age*

REPORT FOLLOWS.

R C LANG
SH17.---.

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 20, 1972

☐ RE	☐ RCE	☐ RBE	☐ RME
☒ RDE			

NOV 20 1972

☐ RECEIVED
REGIONAL OFFICE

To: Memo to the Files

SUBJECT: Fatal Accident
11-19-72
Ladd Canyon Section
Contract 7671

At about 6:00 P.M. on November 19th there was a collision on the east end of subject section resulting in one fatality and 3 persons injured.

Vehicle #1 (driver fatality) was eastbound and didn't turn on connection, crossed centerline and collided with Westbound vehicle #2.

All signs, barricade, and lights were in good order and working.

Vehicle: #1 - 1966 Chev. Sedan, Ida. Lic. #1/A 91053

Driver: Sam Rayburn Rice, 45 yrs.
2317 Hartman, Boise, Idaho
Dead at scene

Passenger: Maryetta Rice, 40 yrs.
Same address
Chest injuries and possible internal injuries

Vehicle: #2 - 1966 Dodge Sedan Oregon Lic. #BB-496

Driver: Herman Vernell Sloan, 58 yrs.
495 S. Highway St.
St. Helens, Oregon
Chest injuries-carried from scene

Passenger: Helen Sloan 56 yrs.
Same address
Chest injuries-carried from scene

H M Fillmore
H. M. Fillmore
Resident Engineer

cc: W. E. Schwartz
Peter K. Wit Sons' Co.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande Oregon
October 2, 1972

☒ RE
☒ RCE
☐ RBE
☒ RME
☐ ROE
OCT 5 1972
☐ RDE
RECEIVED
REGIONAL OFFICE

To:

SUBJECT: Accidents
Ladd Canyon Section
Contract 7671

W. E. Schwartz
Regional Engineer

In the early morning hours last Friday there were two accidents at Easterly temporary connection on subject project. Both were single car accidents driving Eastbound.

1 happened at 12:05 when a 1966 Toyota, license LCR 408, driven by a Olive Missouri Parsons, 55, of 2516 Washington Street; Baker, Oregon. She lost control of her vehicle upon entering the connection and rolled her car on the median side. She was cited by the State Police for not maintaining reasonable control of her vehicle. A passenger was a Pearl Best, 84, of 3205 Cedar Street, Baker, Oregon. Neither appeared injured. Apparently seat belts were not in use.

2 happened at 12:50 when a 1965 Oldsmobile, license MFQ 463, failed to negotiate the connection and went through the Westerly end of the temporary barricade. The driver was Donald Wade Irwin, 37, of 1008 South Pacific Highway, Newberg, Oregon. He was accompanied by his family. There were no apparent injuries. The family continued to their destination with other relatives who were traveling with them.

Vehicles were severely damaged and towed from the scene.

I directed the contractor, Peter Kiewit Sons' Company, to light the barricade and it was lighted before dark Friday evening.

There have been no other accidents since switching the traffic to the Westbound lanes on the morning of September 22nd.



H. M. Fillmore
Resident Engineer

5
[D] [F] [M] [B] [R] [W] [P]
JL DEC 14 1972

FOR FILING

7671

December 13, 1972

The Honorable Ed Patterson
State Representative
1207 "M" Avenue
La Grande, OR 97850

Dear Ed:

also # 7566
We have investigated the accident record through the construction area involved in two of our adjoining contracts in the Ladd Canyon area south of La Grande.

Since work started on the first of these two projects on June 21, 1971, there have been ten fatalities in eight accidents. Of these eight accidents, three occurred within the limits of construction activity and none of them involved construction equipment. The other five fatal accidents occurred as a result of vehicles going out of control on snow or ice or other unknown reasons in areas not yet under contract on which no construction activity had been started.

This has been an extremely difficult project to construct due to the necessity to provide a modern, wide, four-lane freeway in this narrow, rugged canyon and still provide for traffic through the project. The restricted working room and the many equipment crossings required to construct such a highway involve flagging conditions, and frequent stops by motorists. The project plans and specifications include definite construction signing plans and provision for traffic control.

Nearly all of the major grading work has now been accomplished so the balance of the work remaining should be relatively safe for traffic. Our contractor on the La Grande-Ladd Canyon section has agreed to forego any further work restricting traffic until next spring, which will allow us to provide four lanes of traffic through the entire area during the winter months. This should greatly facilitate the movement of traffic in the area.

The Hon. Ed Patterson
Page 2
December 13, 1972

It will be necessary to restrict traffic again to two lanes through the canyon area when work resumes next spring. The last of these two projects is scheduled for completion by late summer of 1973.

In addition to the four-laning, the signing and delineation are being supplemented and upgraded to facilitate the movement of traffic.

Thank you for calling this matter to our attention.

Sincerely,

F. B. Klaboe
Deputy State Highway Engineer

cc: G. M. Baldwin
Tom Edwards
A. E. Johnson
C. T. Keasey
W. E. Schwartz

CTK:fr/AEJ:ja dps

HOME ADDRESS
E. E. "ED" PATTERSON
1207 "M" AVENUE
LA GRANDE, OREGON 97650
UNION, WALLOWA COUNTIES



HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

November 27, 1972

Johnson

COMMITTEES
MEMBER:
STATE AND FEDERAL AFFAIRS
REVENUE

*Klatre -
c/o for
GMB*

*11-30-72
info
Johnson - (in demand)*

Mr. George M. Baldwin, Director
Department of Transportation
Oregon State Highway Building
Salem, Oregon 97310

Dear George:

I am writing in regards to a matter of utmost urgency. The alarming accident rate on that portion of I 80 under construction between La Grande and Baker. Specifically the Ladd Canyon portion of the highway under construction. The seventh fatality occurred early Thanksgiving morning. I'm informed that 27 others have needed ambulance service since that section began reconstruction.

The winter weather is just beginning and even more hazardous conditions will be prevalent. I do not know if all the accidents could be blamed on the condition of the road due to construction. However, I urge you to institute additional traffic safety devices on this stretch of highway.

I fear further loss of life will occur unless this recommendation is followed.

Thank you for your attention in this matter.

Sincere regards,

Ed Patterson
State Representative

EEP:mf

cc: Gov. Tom McCall

RECEIVED STATE HWY ENGR
NOV 29 '72
REFER TO

RECEIVED	RECEIVED
NOV 28 1972	NOV 30
OFFICE OF ADMINISTRATOR OF HIGHWAYS	OFFICE OF ADMINISTRATOR OF HIGHWAYS

RECEIVED
UL DEC 14 1972

FOR FILING

December 13, 1972

Mrs. Audrey A. Pederson
Medical Technologist
Grande Ronde Hospital
902 - 14th Street
La Grande, OR 97850

Dear Mrs. Pederson:

Your November 27 letter expressed your concern over the injuries and fatal accidents which have occurred in the Ladd Canyon area south of La Grande since construction started.

I share your concern and we are taking several measures to reduce the hazards through this area as much as possible.

Additional signing and delineation are being provided to help guide the motorists through the area. Our contractor on one of the two projects involved, Hughes & Ladd, has agreed to forego any further major work through the canyon area until spring, which will permit the use of four lanes for traffic until work resumes after the winter storms have abated.

This has been a very difficult project to construct but nearly all of the major grading work involving heavy construction vehicles has been completed, so the balance of the project, scheduled for completion late next summer, should be relatively safe.

The new freeway, when completed, will, I am sure, reduce the accident potential by many times and provide a safe, modern highway for motorists.

Thank you for calling this to our attention.

Sincerely yours,

bc: G. M. Baldwin
Tom Edwards
A. E. Johnson
C. T. Keasey
W. E. Schwartz

F. B. Klaboe
Deputy State Highway Engineer

CTK:fr/AEJ:ja dps

27 November 1972

*Klaybo -
R/O for GAB*

Mr. George Baldwin
Highway Administrator
Oregon State Highways Department
Salem, Oregon

RECEIVED STATE HWY ENGR	NOV 29 1972	REF: TO	101	101
----------------------------	-------------	---------	-----	-----

Dear Mr. Baldwin:

There have been three fatal accidents in the Ladd Canyon construction area within the past month:

November 23.....Gary Giggard.....age 22
November 19.....Sam Rice.....age 45
October 27.....Roy Takahashi.....age 28

There have been other fatalities prior to these; very frequent, very unnecessary and very consistent.

I called Mr. Roger Lang, Regional Office Engineer, on November 20th and discussed these many recent accidents with him, possible causative reasons and asked what could be done to stop further inane deaths. Mr. Lang conveyed to me a rather passive attitude. His interest seemed to be in assuring me that all safety regulations are in compliance; posted speed limits, lighted signs, etc.

I drove through the Ladd Canyon construction area and as Mr. Lang stated there are posted speeds of 40 and 45 mph, lighted signs, barriers, even the fresh oil spills and broken glass where motorists recently died.

It is apparent that prescribed safety regulations, in the construction zone, are inadequate; the same must be apparent to Mr. Lang each time he picks up the LaGrande Observer and reads "Ladd Canyon Claims Another Motorist."

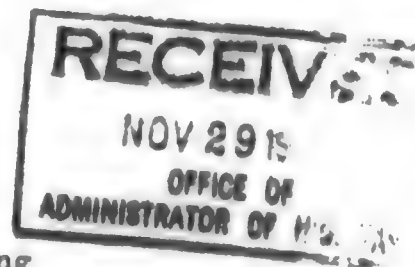
I don't know what the problems are with this section of highway, but in the interest of sparing more unsuspecting motorists the possibility of dying in this canyon, I suggest someone do a better job of handling this problem.

Sincerely,

Audrey A. Pedersen

(Mrs. Audrey A. Pedersen)
Medical Technologist, Grande Ronde Hospital
902 - 14th Street
LaGrande, Oregon 97850

cc: Klaybo, Hagedorn, Fillmore, Schwartz and Lang





RECEIVED
NOV 24 1972

FOR FILING
**OREGON STATE
HIGHWAY DIVISION**

7671
HIGHWAY BUILDING •

SALEM, OREGON • 97310

DATE November 22, 1972

TO

~~C. L. Green, Division Engineer~~
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-80N-6(49)271

FROM

ORIGINAL SIGNED BY
R. D. ASBURY
L. H. Young
Programing Engineer

SUBJECT

Request Change Order Approval

Contract 7671, Extra Work Order No. 11

Project Ladd Canyon

Highway Old Oregon Trail

County Union

This Order covers the cost to repair damage to fencing damaged during the construction of the "FR₂" Line. The fence along the "FR₂" Line was constructed before the State had rights of entry onto the property and during the construction of the roadway some of the large boulders in the cut between Stations 620 and 640 fell into the fence.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, October 26, 1972.

Your approval as of October 26, 1972 is requested.

RMW:bb
Attach.



RECEIVED
NOV 8 - 1972

FOR FILING
**OREGON STATE
HIGHWAY DIVISION**

7671
HIGHWAY BUILDING •

SALEM, OREGON • 97310

TO

G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
ORIGINAL SIGNED BY
R. D. ASBURY

DATE November 8, 1972

FROM

L. H. Young
Programming Engineer

Federal-aid Project
No. I-80N-6(49)271

SUBJECT

Request Change Order Approval

Contract 7671, Extra Work Order No. 9

Project Ladd Canyon

Highway Old Oregon Trail

County Union

This Order covers the furnishing and painting of planks to be used to cover the skylight in the stock pass located at Station "EB" 554+30. Due to heavy snowfall in this area the stock pass could become unusable if the skylight is not covered.

Copies of the Engineer's letter of explanation and a sketch showing the proposed work are attached.

This furnishing of materials was tentatively recommended for approval by the Federal Highway Administration Area Engineer, October 30, 1972.

Your approval as of October 30, 1972 is requested.

BMW:bb
Attach.



RECEIVED
NOV 9 - 1972

FOR FILING
**OREGON STATE
HIGHWAY DIVISION**

7671
HIGHWAY BUILDING •

SALEM, OREGON • 97310

DATE November 8, 1972

TO

G. L. Green, Division Engineer
~~R. D. Simpson, Division Engineer~~
Federal Highway Administration
ORIGINAL SIGNED BY
R. D. ASBURY

Federal-aid Project
No. I-80N-6(49)271

FROM

L. H. Young
Programing Engineer

SUBJECT

Request Change Order Approval

Contract 7671, State Force Order No. 7

Project Ladd Canyon

Highway Old Oregon Trail

County Union

During the excavation for installation of perforated drain pipe the contractor's equipment severed a toll line of Pacific Northwest Bell. The grade for the drain pipe was staked in error by the field crew resulting in the break in the line. This Order covers the cost to reimburse Pacific Northwest Bell the cost of repairing the line.

Copies of the Engineer's letter of explanation are attached.

The estimated cost of this Order is \$1,000.00 with Federal participation in the amount of \$900.00.

This reimbursement for work was tentatively approved by the Federal Highway Administration District Engineer, October 24, 1972.

Your approval as of October 24, 1972 is requested.

BMW:bb
Attach.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Routing

RECEIVED

Pease

Glenn

Litchfield

Berg

La Grande, Oregon

Walker

OCT 31 1972

October 30, 1972

Johnson

CONSTRUCTION
SECTION

SUBJECT:

To:

C. T. Keasey
Construction Engineer

S A L E M

Concrete Sawing
Ladd Canyon Section
Old Oregon Trail Highway
Union County
Contract No. 7671NOTED
A. E. JOHNSON

Attached is a tabulation of the sawing results on the above project. These were compiled at your request.

No conclusions can be drawn from this tabulation. There are so many variables involved that each project has to be a case unto itself. It is important, though, that the saw be ready to go at the earliest possible time.

Wendell E. Schwartz
Wendell E. Schwartz
Regional Engineer

WES:sh
Enclosure

cc Mort Fillmore

*Send copies to
A1 Johnson
EJR*

RECEIVED
NOV 1 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 1 1972
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

LaGrande, Oregon

Oct. 6, 1972

To: W.E. Schwartz
Regional Engineer

SUBJECT: Sawing of P.C.C.
Ladd Canyon Section
Contract No.: 7671
Prefix No.: 631-1074

Longitudinal cracking in the P.C.C. paving has been occurring on a number of project in Region No. 5. This office was given instruction by Mr. Carroll Keasey to make a study of the earliest time that the P.C.C. paving can be sawed.

The sawing was completed on the west bound lane as follows:

Aug. 24, 1972

Sta. 482+60 to 508+10

Day temp. 80 to 85°F

10 Hrs. cure --- stopped after 10 feet --- spalling & wall rock displacement
22 " " completed

Aug. 25, 1972

Sta 508+10 to 537+46

Day Temp. 80 to 85°F

13 hrs. cure --- stopped after 365 ft. --- spalling & wall rock displacement
21 " " completed

Aug. 28, 1972

Sta. 537+46 to 547+46

Day temp. 90 to 95°F

5 hrs. cure --- stopped after 5 ft. --- spalling & wall rock displacement

5½ " " " " 2 " " " " "

6 " " " " 3 " " " " "

6½ " " " " 3 " " " " "

7 " " " " 10 " " " " "

7½ " " " " 500 " " " " "

8 to 9 " " completed

Aug. 29, 1972

Sta. 700+00 to 673+05

Day temp. 85 to 90°F

6½ hrs. cure --- stopped after few ft. --- spalling & wall rock displacement

7¼ " " " " 50 " " " " "

8 " " " " 500 " " " " "

20 " " completed

Aug. 30, 1972

Sta. 673+05 to 639+10

Day temp. 85 to 90°F

8 hrs. cure --- stopped after 2 ft. --- spalling & wall rock displacement

9 " " " " 20 " " " " " "

9½ " " " " 20 " " " " " "

10 " " " " 25 " " " " " "

10½ " " " " 700 " " " " " "

19 " " completed

Aug. 31, 1972

Sta. 639+10 to 618+25

Day temp. 80 to 85°F

9½ hrs. cure --- stopped after 5 ft. --- spalling & wall rock displacement

10 " " " " 5 " " " " " "

10½ " " " " 700 " " " " " "

19 " " completed

Sept. 1, 1972

Sta. 618+25 to 582+85

Day temp. 80 to 85°F

10 hr. cure --- stopped after 300 ft. --- spalling & wall rock displacement

20 " " completed

Sept. 5, 1972

Sta. 582+85 to 547+05

Day temp. 70 to 75°F

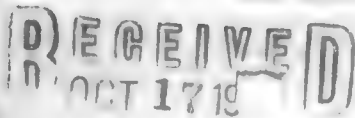
11 hrs. cure --- stopped after 100 ft. --- spalling & wall rock displacement

20 " " completed

Upon completion of the sawing of P.C.C. paving for the West Bound lanes, it was found that the earliest possible sawing time was between 9 and 13 hrs of concrete cure. Even at these times there was some evidence that the concrete hadn't cure sufficiently in the bottom 1 inch of the 2 inch saw cut. Very little spalling occurred after the concrete had cure for about 9 hrs. but there was normally rock displacement in the bottom of the cut.

The temp. and curing condition largely controled the time at which the P.C.C. could be sawed.

Robert H. Luckman
Ass't Res. ENGR.



OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

C. L. Green, Acting Division Engineer
~~Rocky Mountain District Engineer~~
Federal Highway Administration

DATE **October 16, 1972**

**Federal-aid Project
No. I-80N-6(49)271**

TO

FROM

ORIGINAL SIGNED BY
R. D. ASBURY

L. H. Young
Programming Engineer

SUBJECT Request Change Order Approval

Contract 7671, Extra Work Order No. 8

Project Ladd Canyon

Highway Old Oregon Trail

County _____ Union _____

The Order covers installation of lights on the temporary barricades for eastbound traffic near station 701. This work was requested by the State Police as a result of two traffic accidents at this location. It is anticipated that the materials used for this work will have no salvage value.

Attached are copies of a letter from the Regional Maintenance Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer retroactive to September 29, 1972 the day the work was done.

Your approval as of September 29, 1972 is requested.

Attach.

JK:pr

RECEIVED
SEP 27 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

767.1

DATE September 20, 1972

TO W. Schwartz —
Region 5 Engineer

FROM R. W. Ellison *R.W. Ellison*
Bridge Administration Engineer

SUBJECT Sub-Standard Metal Reinforcement

NOTED
A. E. JOHNSON

As you know, sub-strength metal reinforcement has been produced by Oregon's steel rolling mills and distributed by Mercer Steel Company. This metal reinforcement is from Heat No. B3111.

Metal reinforcement from this heat was delivered to the Ladd Creek Interchange project, Bridge No. 9686. The resident engineer on that project has been instructed to replace these bars. The corrective measure used will be at the expense of the contractor or his supplier.

Please check all other projects under your jurisdiction for possible inclusion of metal reinforcement from this heat. Please advise this office, if you find that bars from this heat have been included in other structures.

cc A. E. Johnson
J. Jenkins
L. L. Wallace
R. J. Wright
H. A. Schell-FHWA

RECEIVED
SEP 21 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 19 1972

FILED

7671

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 12, 1972

To: Victor D. Wolfe
Location Engineer
OFFICE

SUBJECT: Ladd Canyon Section
Old Oregon Trail #6
Union County
Contract #7671

From: *C. S. Gregg*
C. S. Gregg
Base Design Engineer

NOTED
A. E. JOHNSON

RECEIVED
SEP 15 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

C. T. Keasey, Construction Engineer, requested a review be made of the base design of this project.

The plans indicate scarifying the existing asphalt concrete, adding 1.5" of aggregate base, and placing 8.0" C.R.P.C.C. as the final wearing surface.

During the condition survey, a total of 19 test pits were dug, and the natural moisture of the base and subgrade sampled in each hole. The moisture content of the cinder base directly below the asphalt ranged from a high of 25.0% to a low of 15.2%. The highest moisture content possible in a clean, dense base material would be in the order of 6.0-7.0%.

The asphaltic concrete is acting as a barrier at the present time and if scarified would release the moisture in the base, thus reducing the strength of the existing structure. If the existing pavement is disturbed, the base design for "New Work", copy attached, should be used. If left undisturbed, the necessary leveling could be accomplished with C.T.B. and the 8.0" C.R.P.C.C. placed as planned.

CJG:af

cc: C. T. Keasey
W. E. Schwartz

cc: A. E. Johnson
V. D. Wolfe

9-14-72
Pat Schwartz
Please revise surfacing and
base on this project as indicated
above. Submit P.A. to cover.
C. Keasey

REVISOR PROJECT BASE DESIGN

REVISOR

LADD CANYON and
LADD CANYON - NORTH POWDER

Highway OLD OREGON TRAIL (FAR 1)

County UNION

Prefix 631-1975

Res. Engr.

Approx. Length 13.2+ Miles. Sta. 482+ to Sta. 1190+

Date 10-7-68

Truck A.D.T. 854

Traffic Coefficient 10.5

18 kip s.a. per day 635.1

Annual Precipitation 21"+

Frost Penetration 36"+

CBE Total Req.	Credit	Actual Thick.

(1)

NEW WORK

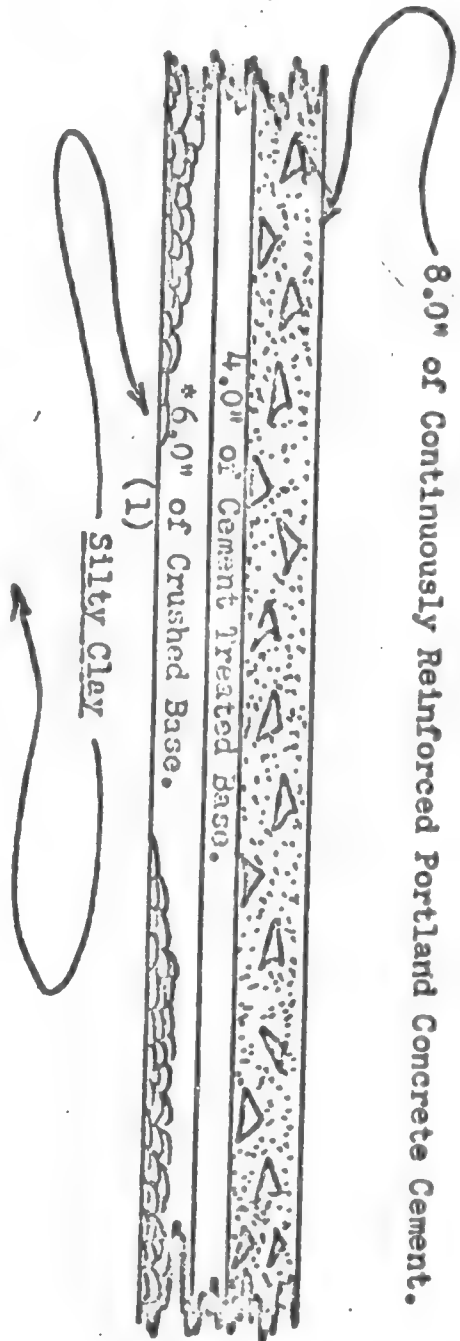
- Typical Soil
- 42 LL
- 15 PI
- 98 SP 10
- 86 AP 200
- 2 Gravel
- 3 Sand
- 3 Sand
- 40 Silty
- 46 Silty
- 8 Clay
- mm Velva
- (Cement)

LASHO CLASSIFICATION:

A-7-6 (10)

MATERIAL SOURCES:

To be determined by
the Engineer.



See Page 3 for remarks.

CBE Total Req.	Credit	Actual Thick.	
		8.0	C.R.P. ~ C.C.
		4.0	C.T.B.
		6.0	Cr. Base
		18.0	

- Asst. State Highway Engineer
- Construction Engineer
- Engineer of Materials
- Division Engineer
- Assistant Engineer
- Office Engineer
- Design Engineer
- Division Geologist
- Construction Planning Engineer

Submitted by [Signature]
for Staff Assistant

Recommended by [Signature]
Asst. Construction Engineer

Recommended by [Signature]
Engineer of Materials

Approved by [Signature]
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section LADD CANYON and Highway OLD OREGON TRAIL (FAR 1) County UNION Prefix 631-1975
LADD CANYON - NORTH POWDER

Res. Engr. _____ Approx. Length 13.24 Miles. Sta. 4824 to Sta. 11904 Date 10-7-68

Truck A.D.T. 854 Traffic Coefficient 10.5 18 kip s.a. per day 635.1
Annual Precipitation 21.4 Frost Penetration 36"±

EXISTING ROADWAY

(1)

Typical Soil
LL

See PI
TP 10

P TP200

a %Gravel

e % Sand

o % Sand

1 %Silt

%Clay

W_p Value

(Corrected)

AASHTO CLASSIFICATION:

MATERIAL SOURCES:

8.0" of Continuously Reinforced Portland Concrete Cement.

(Condition Survey completed May 1965.)

3.0" - 7.5" A.C.
8.0" - 29.5" Base (1.0" - 2.0" Level)
(and Cinder Base.)

See Page 7 for remarks.

CBE Total Req.	Credit	Actual Thick.	
			8.0 C.R. A.C.
			IN PLACE Average
			4.5 A.C.
			19.5 Level and
			Base
			32.0

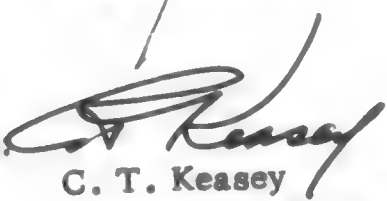
RECEIVED
SEP 5 - 1972

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29, 1972

To: W. R. Schwartz
Region Engineer

SUBJECT: Ladd Canyon Section
Old Oregon Trail Highway
Contract No. 7671

FROM: 
C. T. Keasey
Construction Engineer

In the absence of Mr. Johnson, your letter of August 18 proposing to delete the scarifying of the existing pavement and reshaping to proper grade prior to the PCC paving and substituting therefor the shaping of the existing pavement by wedge type paving over the existing pavement was discussed with Mr. Hunter.

This type treatment is similar to that proposed for use on the LaGrande-Ladd Canyon Section and is considered to be adequate for this section.

Discussion of the existing proposed surfacing design as shown in the plan typical section with Clarence Gregg, Base Design Engineer, indicates that with the presence of subsurface water which has been encountered, no credit can be given to the disturbed existing surfacing. This would indicate then that the existing surfacing should be left in place in an undisturbed condition and the typical section corrected by either CTB or ATB paving prior to the PCC pavement.

In view of this, your proposal is approved and you should submit a Price Agreement accordingly to cover the required changes. These changes will include deletion of the scarifying and reshaping of the existing roadbed, the additional CTB required for reshaping the existing surfacing, and the change in design depth from the 8 inches indicated over the existing pavement to the 7 to 9 inches of PCC pavement as is indicated for the LaGrande-Ladd Canyon Section.

Please negotiate a Price Agreement to accomplish these changes as early as practicable.

CTK:fw

cc: A. E. Johnson
E. S. Hunter

RECEIVED
AUG 30 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 21 1972

FOR FILING

7671

Peter Kiewit Sons' Company
P. O. Box 1635
Walla Walla, Washington 99362

August 18, 1972

Attention Mr. Norman McKibben

Dear Mr. McKibben:

Enclosed is a copy of a letter from Mrs. Howard Hansen, 2330 Palmer Avenue, Eugene, Oregon 97401, together with a repair estimate for damages to her car sustained passing through the Ladd Canyon construction area. Investigation has disclosed that there were no State Highway trucks hauling on July 29 and that your activities included hauling material with dump trucks.

It is suggested that you take care of the damages to Mrs. Hansen's vehicle in accordance with the terms of your contract.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

Enc.
cc Mrs. Howard Hansen

bc: George M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey (enc.)
W. E. Schwartz (enc.)

AEJ:ja dps

RECEIVED
AUG 21 1972

FOR FILING

August 18, 1972

Mrs. Howard Hansen
2330 Palmer Avenue
Eugene, OR 97401

Dear Mrs. Hansen:

This will acknowledge your letter of August 13 concerning damage to your car which occurred on July 29 on Highway I-80N 19.7 miles north of Haines.

This location is the site of a construction project under contract to Peter Kiewit Sons' Inc., and a copy of your letter and estimate has been forwarded this date to them for further handling.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc: George M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
W. E. Schwartz

AEJ:ja dns

REFERRED TO

Adm
BY SECRETARY

August 13, 1972

State Highway Department
State Office Building
Salem, Oregon 97308

Dear Sirs:

My car was damaged due to the negligence of workers on the highway construction crew working on Highway 80N. The incident happened on July 29, 1972, at 10:05 A.M. I was passing through a construction area on Highway 80 N, headed south. As I passed under a bridge, an overloaded dump truck scraped off some of its load of earth and debris on the underside of the bridge, causing some gravel and earth to fall on my car. Consequently, some paint was chipped off the left rear door. The bridge is located 19.7 miles north of Haines.

I received a repair estimate of \$25.00 from the Huling Buick Garage where we normally have our car serviced. Since this damage occurred because of the carelessness of someone on the construction crew, I feel that I should be reimbursed for this expense.

I will be awaiting your reply.

Sincerely,

Mrs Howard Hansen

Mrs. Howard Hansen
2330 Palmer Avenue
Eugene, Oregon 97401

RECEIVED

AUG 15 1972

OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED

AUG 15 1972

OREGON

STATE HIGHWAY COMMISSION

RECEIVED

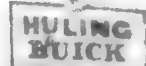
AUG 15 1972

OFFICE OF
STATE HIGHWAY ENGINEER

*RET
R/A*



**DOMESTIC
AND
FOREIGN REPAIR**



HILLING BUICK COMPANY

PHONE: 342-4444 • 2200 WEST 7TH AVE. • EUGENE, OREGON 97402

INSURED

Date _____

PHONE NO. _____

ADDRESS

YEAR AND MAKE

STYLE

SPEEDOMETER

I.D. NO.

LICENSE

1972

STYLE *Devish* Wgno. SPEED

EFW 192

PARTS

PAINT SUBLET

LABOR

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100	100

DESCRIPTION OF REPAIRS

Ant of Ken Doe

2.0

part x number 67

500

RECEIVED
AUG 15 1972

~~AUG 15 1972~~

OREGON

~~STATE HIGHWAY COMMISSION~~

This estimate is based on our inspection and does not cover additional parts or labor which may be required after the work has been started. After the work has started, worn or damaged parts which are not evident on first inspection may be discovered. Naturally this estimate cannot cover such contingencies. Parts prices subject to change without notice. This estimate is for immediate acceptance.

LABOR

2000

PAINT SUBLET

50

NET PARTS

TOTAL

25.0

THIS INSTRUMENT IS NOT AN AUTHORIZATION TO REPAIR

RECEIVED
JUL 11 1972

**OREGON STATE
HIGHWAY DIVISION**

7671

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO

G. L. Green, Acting Division Engineer

DATE **August 4, 1972**

~~W. L. Simpson, Division Engineer~~

Federal Highway Administration

Federal-aid Project

Post Office Box 300

No. I-80N-6(49)271

Salem, Oregon 97308

FROM

George M. Baldwin

Administrator of Highways

ORIGINAL SIGNED BY

by **R. D. ASBURY**

L. H. Young

Programing Engineer

SUBJECT

Request Change Order Approval

Contract 7671, State Force Order No. **5**

Project Ladd Canyon

Highway Old Oregon Trail

County Union

The Order covers stage construction striping throughout the project. The contractor is neither properly equipped nor staffed to perform the work contemplated under this Order. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

The striping will conform to the standards of the Manual on Uniform Traffic Control Devices as required for participation under the provisions of par. 6 of PPM 21-15.

The estimated total cost of the work to be done under this Order is \$640.04 with Federal participation of \$576.04. Reimbursement on an agreed unit price basis is requested. Unit prices to be used will be those in effect at the time the work is performed.

This work was tentatively recommended for approval by the Federal Highway Administration Engineering Coordinator on November 24, 1971.

Your approval as of November 24, 1971 is requested.

JK:bb

Attachments

RECEIVED
JUL 10 1972

FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

7671

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **July 7, 1972**

TO

G. L. Green, Acting Division Engineer
~~Not to be used for official business~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

**Federal-aid Project
No. I-80N-6(49)271**

FROM

George M. Baldwin
Administrator of Highways

by
L. H. Young
Programming Engineer

SUBJECT

Request: Change Order Approval

Contract 7671 Extra Work Order No. 6

Project Ladd Canyon

Highway Old Oregon Trail

County Union

The Order covers lowering the inlet end of the 24-inch culvert which had been installed at station 518+60. The culvert was inadvertently staked incorrectly and this work is necessary in order to make the culvert function properly.

Attached are copies of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on July 3, 1972.

Your approval as of July 3, 1972 is requested.

Attachments

JK:kds

ADPWP

JUL 7 - 1972

FOR FILE

**OREGON STATE
HIGHWAY DIVISION**

7671

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **July 7, 1972**

TO **G. L. Green, Acting Division Engineer**
~~XXXXXXXXXXXXXXXXXXXX~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

**Federal-aid Project
No. I-80N-6(49)271**

FROM **George M. Baldwin**
Administrator of Highways
by
L. H. Young
Programing Engineer

SUBJECT **Request; Change Order Approval**

Contract 7671 Extra Work Order No. 7

Project Ladd Canyon

Highway Old Oregon Trail

County Union

This order covers the cost of loading, hauling and placing embankment foundation waste material on the rock cuts of this project. This material is unsuitable for use as embankment on the project anywhere. This order will provide a disposal site for the material and improve the appearance of the project.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer June 29, 1972.

Your approval as of June 92, 1972 is requested.

Attachments

BMW:kds



UTILITY UNIT
**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

El Paso Natural Gas Company
P. O. Box 1492
El Paso, Texas 79999

ATTENTION: Mr. Roland G. Tayler

Gentlemen:

June 29, 1972

Re: Revised 22-inch Gas Line Relocation
Ladd Canyon Section
Old Oregon Trail Highway
Union County
Project No. I-80N-6(47)271
Contract No. 7671
Your File: R/W 67131 (NW)

Reference is made to our letter dated December 10, 1971, which authorized you to proceed with your work as detailed in your letter of November 4, 1971. Subsequent changes in our plans required you to submit your revised estimate which was attached to your letter dated April 11, 1972.

Your revised estimate and sketch map for the adjustment of your facilities on this project as submitted with your letter of April 11, 1972, has been approved by the State and the Federal Highway Administration. This will confirm our April 27, 1972 verbal authorization to purchase right of way, use the contract method and advertise for bids.

This will also confirm our June 23 verbal concurrence in the award of the contract for subject relocation to B & B Construction Company, Vancouver, Washington, who submitted the low bid of \$121,672.00 on June 23, 1972. This concurrence is subject to the stipulations detailed below.

Reference is made to the second paragraph of your above mentioned April 11 letter. In determining the State's share of work, you failed to include the additional 60 feet of right of way which was required for the FR-2 line. This alters the allocation of costs as follows. The addition of the FR-2 line increased the conflict along your existing pipe line by 79 feet. This increased the total conflict of the crossing from 337 to 416 feet (337+79 = 416) and the existing gas line on newly acquired right of way from 79 feet to 158 feet. Therefore, the State's share of work on the crossing is 158/416 or 38.0%. The relocated line at the crossing extends from gas line station 30612+26 to 30620+87, which is 861 feet. The State's share is then 38.0% of 861 or 327 feet of the proposed relocated crossing. Add this to 2,209 feet of relocation at the interchange, and the State is obligated for 2,536 feet of line. Your April 11 letter indicated the total relocation is 4,030.5 feet. Therefore, the State is obligated to reimburse your company $2536/4030.5 = 62.92\%$ of the total cost of the work. This percentage should apply to right of way costs also.

El Paso Natural Gas Company
June 29, 1972
Page 2

Since the salvage value of the existing line is less than the bid price to remove, cut, clean, bevel and haul the pipe, it is agreed the State will not be responsible for any cost greater than 62.92% of the total removal cost.

Reimbursement for the work performed on and subsequent to April 27, 1972, will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

George M. Baldwin
Administrator of Highways

By *Phil Preston*

(for) T. W. Litchfield
Railroad and Utility Engineer

PGP:dl

cc: El Paso Natural Gas Company
P. O. Box 1526
Salt Lake City, Utah 84110
Attn: Mr. W. E. Hensala

A. E. Johnson
~~Glen L. Green~~
V. L. Gallagher w/attach (2)
V. E. Skoog "
W. C. Schwartz
G. A. Starkey
Harlin Gerlach

Note to Mr. Schwartz: Please have a State Force Order prepared and submitted for this work. Project No. I-80N-6(49)271, Prefix No. 631-1074. Return one copy of estimate and sketch with State Force Order.



RECEIVED
JUN 2 1972

FOR FILING

FROM:

G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

TO:

7671

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

FEDERAL AID PROJECT NO.

1-80N-6(49)271

STATE PROJECT NO.

LADD CANYON SECTION

COUNTY NAME

UNION

PROGRAM STAGE (Check)

☐ 1. ☒ 2.

PROGRAM NO.

ITEM NO.

1-645

DATE PS&E APPROVED

DATE AUTHORIZATION
EFFECTIVE

APRIL 26, 1972

FEDERAL ROUTE NUMBER

INTERSTATE ROUTE 80N

STATE ROUTE NUMBER

OLD OREGON TRAIL HIGHWAY ROUTE #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK: YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR EL PASO NATURAL GAS COMPANY'S PIPE LINE EFFECTIVE 4-26-72. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE \$173,096 IS APPROVED. THIS AUTHORIZATION SUPERSEDES OUR 12-2-71 AUTHORIZATION WHICH INVOLVED A PORTION OF THIS WORK.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) UTILITY ADJUSTMENT

- ☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
F. B. KLABOE

REMARKS OUR PROGRAM MEMORANDUM DATED 6-10-71 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 2-14-69 AND PPM 30-4.1 DATED 10-1-69.

WE APPROVE THE AGREEMENT WITH THE EL PASO NATURAL GAS COMPANY CONSISTING OF YOUR 11-26-71 UTILITIES AND RAILROAD ENGINEER'S LETTER, THE 4-11-72 EL PASO NATURAL GAS COMPANY'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S 5-16 72 LETTER AS ADJUSTED BY MR. PRESTON'S JUNE 7, 1972 LETTER.

RECEIPT OF MR. H. M. FILLMORE'S SEPTEMBER 3, 1971 AFFIDAVIT OF THE EL PASO NATURAL GAS COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE

6-21-72

SIGNATURE OF APPROVING OFFICIAL

G. L. Green

TITLE

ACTING DIVISION ENGINEER



RECEIVED
JUN 13 1972

UTILITY UNIT
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING
76-11

SALEM, OREGON • PHONE 378-67310
June 7, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

RE: State's Share
Gas Transmission Line Relocation
El Paso Natural Gas Company
Ladd Canyon Section
Old Oregon Trail Highway
Union County
Project No. I-80N-6(49)271

Dear Sir:

Reference is made to our letters dated November 26, 1971 and May 16, 1972, both of which transmitted estimates and sketches for subject relocation.

Further investigation indicates that the method of determining the State's share of the work outlined in our May 16 letter should be altered slightly, in order to be fair to both the Company and the State.

As you know, our original information indicated that El Paso Natural Gas Company's crossing near Station 610 on this project was in conflict. The Company submitted an estimate and sketch for installing heavy wall pipe under the freeway. Since a portion of the existing line was under permit, the State was obligated to pay 23.44 percent of the total cost. This estimate was approved by your letter dated December 2, 1971.

Before work was commenced, it was discovered that the gas line across the interchange (Station 580+85 to 597+10) was also in conflict. This conflict is on private property and, therefore, is 100 percent reimbursable by the State. The Company prepared and submitted an estimate and sketch for installing heavy wall pipe around the interchange. Shortly after we received the estimate for relocating the line around the interchange, representatives of the Company called to advise that since there was only approximately 1,000 feet of existing gas main between the two relocations, and it was possible that the Safety Standards of the Office of Pipeline Safety, Department of Transportation, could require the existing line connecting the two adjustments to be updated in the future, they requested this work to be included under the same work order -- at El Paso's cost, of course. Since the conflicts are in two separate locations and

NOTED
A. E. JOHNSON

Mr. R. E. Simpson
June 7, 1972
Page 2

it is necessary to extend the relocation beyond the conflict to make proper bends and/or tapers, our usual method of determining conflicts on the existing line is not applicable.

The State's share was determined as follows:

The conflict on the existing line under the interchange is from 335 feet northerly of Station 580+85 to 275 feet northerly of Station 297+10. This involves 2,209 feet of relocation as shown in green on Drawing No. 1400.5-182A (a copy of which is in your files) and is to be adjusted at the sole cost of the State.

As stated above, our letter to you dated November 26, 1971 indicated the crossing near Station 610 was 23.4 percent reimbursable by the State. The addition of the "FR-2" Line increased the conflict along the Company's existing pipe by 79 feet. This increased the total conflict of crossing from 337 feet to 416 feet ($337 + 79 = 416$) and the existing gas line on the newly acquired right of way from 79 feet to 158 feet. Therefore, the State's share of the work on the crossing is $158/416$ or 38.0 percent. The relocated line at the crossing extends from gas line Station 30612+26 to 30620+87, which is 861 feet. The State's share is then 38.0 percent of 861 or 327 feet of the proposed relocated crossing. Add this to 2,209 feet of relocation at the interchange, and the State is obligated for 2,536 feet of line. Mr. Tayler indicated the total relocation is 4,030.5 feet. Therefore, the State is obligated to reimburse the Company $2536/4030.5 = 62.92$ percent of the total cost of the work.

The Company's total estimate of cost as detailed in their letter dated April 11, 1972 was \$275,105. The revised estimate of cost to the State is $62.92\% \times \$275,105 = \$173,096$.

Due to the late change in the plans, the extension of the "FR-2" Line on the northerly side of the highway, our letters of conflict to the utility dated May 24 and November 26, 1971 do not include all the conflict. As mentioned above, the utility is aware of the extension of the conflict and provided for it in their April 11, 1972 estimate. The only exception was that they (the utility) failed to consider the additional conflict at the crossing at Station 610 when computing the State's share of the work.

Mr. R. E. Simpson
June 7, 1972
Page 3

Your approval of the actual cost agreement, as detailed in our May 16 letter and above, and confirmation of your advanced authorization to proceed with the work as of April 26, 1972, under the provisions of PPM 30-4 and 30-4.1, is requested.

Very truly yours,

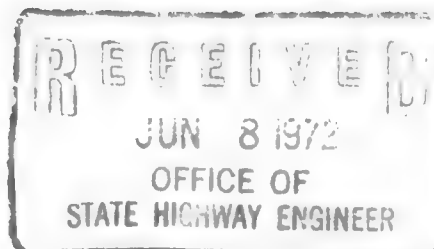
George M. Baldwin
Administrator of Highways

By 

T. W. Litchfield
Railroad and Utility Engineer

RGFfw

cc: A. E. Johnson
V. L. Gallagher (2)



Med file -

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 2, 1972

7671

To: Metropolitan Engineer
Region Engineers

SUBJECT: FHWA Statewide Inspection in Depth
Quantity and Cost Controls

*Copy
Cost Aid
Fed
Audits*

FROM: *[Signature]*
C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

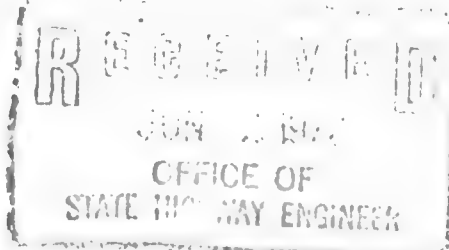
Recently four of our Interstate projects were inspected by Auditors of the FHWA. Generally, their comments were quite favorable, but there was one area in particular in which three of the projects deviated seriously from the prescribed method of payment. This is in the area of partial payment for material on hand.

Each of you should review thoroughly the provisions of Article 109.10, Advance on Materials, in the General Specifications and review this with your Resident Engineers to insure that this specification is strictly adhered to. Also, the special provisions for each project should be reviewed to see if there is any specified deviation from the general provisions in this area.

All such partial payments must be clearly documented and back-up data retained with each estimate to show how the quantities paid for were arrived at. Each Resident should review his materials on hand payments to make sure that all quantities are correct and can be fully supported, and if any errors are found in the calculation or payment, corrections should be made on the next estimate with proper documentation of the corrections.

CTK:fw

cc: R. E. Simpson - FHWA
A. E. Johnson



UNITED STATES GOVERNMENT

*Memorandum*U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATIONBox 300
Salem OR 97308TO : Mr. R. E. Simpson, Division Engineer
Salem, Oregon

DATE: May 10, 1972

In reply refer to: 10-35.9

FROM : *T. N. Lause*
T. N. Lause, Division Auditor-in-Charge
Salem, OregonSUBJECT: Advisory Memorandum 72-0-2
Operational Audit-Construction Activities
Oregon State Highway Division

Our annual Statewide inspection-in-depth, (Phase 7), Quantity and Cost Controls was completed on four projects in the Pendleton-LaGrande area (State Region 5) during April 1972, as follows:

<u>Contract Number</u>	<u>Project Number</u>	<u>Project Name</u>
7514	I-80N-7(32)284	North Powder-Powder River
7563	I-80N-6(48)217	Pendleton-Emigrant Hill, East Unit
7566	I-80N-6(47)265	LaGrande-Ladd Canyon
<u>7671</u>	I-80N-6(49)271	Ladd Canyon

In general we found that controls relating to documenting contract work progress, material testing, timekeeping, and equipment utilization were excellent. However, deficiencies were found in the computation of Material on Hand allowances paid to contractors on three of the projects. Contractors were overpaid approximately \$24,000 on progress estimates. Details are summarized as Item 1.

Our review also disclosed one isolated instance in which extra work was paid for under a contract item rather than by a price agreement as required by State procedure. The work involving the removal and reinstallation of a 3' length of existing culvert pipe was paid for at the unit bid price for 18" culvert pipe installed under Item 35, Contract 7671, Project I-80N-6(49). The amount of \$21 involved in this instance (3 ft. at \$7) is not significant; however, it is a breach in internal control which could become serious if unchecked.

The results of our review were discussed with the OSHD Regional Engineer who concurred in our findings and indicated that he would take appropriate action and discuss the matter with the resident engineer involved. We also discussed our findings with the FHWA Area Engineer.

(more)



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

During our review we received excellent cooperation from all personnel of the Highway Division.

The annual report on construction activities will be issued during the second quarter of Fiscal Year 1973.

Distribution:

Regional Federal Highway Administrator
Regional Audit Manager

TNLause:cst

Item 1 - Payment for Materials on Hand should be made in accordance with the Standard Specifications

Paragraph 109.10 of the Oregon Standard Specifications provides for partial payments to contractors for acceptable materials which are to become an integral part of the finished construction and which are delivered and stored at or near project locations controlled by the State. The specifications provide that payments shall not exceed 90% of the net cost to the contractor of the material F.O.B. the work or approved site.

Payment to contractors on three projects for Materials on Hand were made on a basis other than provided for in the Standard Specifications, as follows:

1. I-80N-6(47)265

Progress payments were made for crushed and stockpiled aggregate for Item 19, plantmix aggregate base under Item 703, Materials on Hand. Payment was based on 100% of contractors production cost of \$1.61 per cubic yard for 101,525 measured cubic yards. This amounted to progress payments of \$163,455.25. The amount allowable under Paragraph 109.10 of the Standard Specifications was 90% of this amount or \$147,109.73. The indicated overpayment to the contractor was \$16,345.52.

2. I-80N-6(49)271

Progress payments were made for culvert pipe, Contract Items 35, 36, 38, 39 and 40, delivered to the project site but not incorporated into the construction. The progress payments were based on 100% of the actual cost to the contractor of the pipe per vendor's invoices. No allowance was made for pipe bands delivered or for vendor's labor charges for fabrication of fittings included on the invoices. This method was used in lieu of the 90% of cost provided in the specifications. The method used resulted in a net overpayment to the contractor of \$60.23.

3. I-80N-7(32)

Progress payments under Item 719, Materials on Hand, were made for bituminous base aggregate produced and stockpiled at the project site by the contractor. Stockpile remeasure notes supported 24,753 cubic yards of material in stockpile. The cubic yards were converted to 46,783 tons by using a factor of 1.89 which included 30% for compaction per table on OSHD Form

(more)

E-377, Surfacing Calculation Sheet. The project engineer reduced the quantity to 43,000 tons to allow for contamination and applied 90% of the contractors unit price of \$1.45 (\$1.31) to arrive at progress amount totaling \$56,330.

We discussed the reasonableness of the computations with the State Regional Engineer and the FHWA Area Engineer. They agreed that the 1.89 conversion factor used applies to material in place on the roadway and does not apply to material in stockpile. The Regional Engineer and the FHWA Area Engineer indicated that a factor of 1.4 to 1.5 would be more realistic. Our recomputation of the allowable amount, using the 1.5 factor, is shown below:

24,753 cubic yards X 1.5 factor	=	37,129.5 tons
90% of contractors cost	X	<u>\$1.31</u>
Amount based on 1.5 factor		\$48,639.65
Progress payments based on 1.89 factor		<u>56,330.00</u>
Estimated Overpayment		\$ 7,690.35

Our discussions with the resident engineers disclosed that they did not fully understand the requirements of Standard Specification 109.10 or considered them as guidelines only which allowed for alternate methods.

In our opinion, continued deviation from Standard Specification 109.10 requirements could result in substantial overpayments to contractors and possible loss of Federal participation. We believe that a need exists for management to reacquaint resident engineers with the State requirements for computing the allowance for Materials on Hand.

The results of our review were discussed with W. E. Schwartz, Oregon Highway Division Regional Engineer. He indicated that his office would review the computations of all allowances for materials on hand for the above projects and appropriate corrections would be made, if necessary, on the next progress estimates. A Region 5 policy statement related to this finding was issued May 3, 1972 which clarifies the applicability of Paragraph 109.10 and will in our opinion prevent recurrence of this discrepancy. A copy of this policy statement is attached.

(more)

RECOMMENDATIONS

The affirmative action taken by the OSHD Regional Engineer eliminates a need for a recommendation at this time. Subsequent reviews will determine the effectiveness of the May 3, 1972 instructions to Resident Engineers of Region 5.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grange, Oregon
May 3, 1972

SUBJECT:

To:

RESIDENT ENGINEERS
RESIDENT BRIDGE ENGINEERS

FHWA Audit

This past week four of our Interstate projects were inspected by auditors of the FHWA. In general their comments were very favorable. There was one area, however, in which three of the projects had deviated from the prescribed method of paying for material on hand. I would like for each of you to again review the provisions of Article 109.10, Advance on Material, to insure that this specification is strictly adhered to. Also examine your special provisions to see if they have anything to say on this subject.

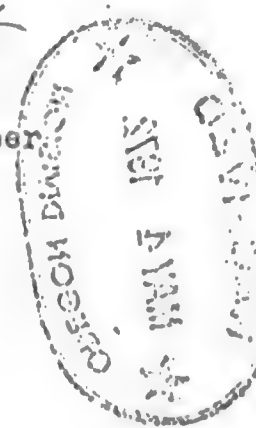
Payment for manufactured products which the contractor purchased from a materials supplier should be at 90% of the contractor's invoice cost. Payment for materials manufactured by the contractor, i.e., crushed rock, should be a measured quantity times 90% of the contractor's cost to produce. You should retain backup data with each estimate which will clearly show how you arrived at the quantities paid. Don't take undocumented short cuts or go through a series of mental gymnastics which can't be supported to arrive at either the quantities or the costs.

Each of you should review your materials on hand to make sure that all quantities can be fully supported and to insure that the contractor has been fully and correctly paid. If you find any errors, correct them on the May 10 estimate, being sure that you document any corrections you make.

for *R. C. Lang*
W. E. Schwartz
Regional Engineer

WES:sh

cc T. N. Lause, FHWA
C. T. Keasoy



DECEMBER 1972

STATE COPY

FOR FILE (Johnson)

CONSTRUCTION INSPECTION REPORT
(PPM 20-5.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Region Wash DC		Engineering Coordinator Check appropriate box) ☐ CONTACT		☒ PROJECT STAGE INSPECTION	☐ FINAL INSPECTION
REGION NO. 10	REPORT NO. 2	COUNTY Union	DIVISION Oregon		
DATE OF INSPECTION 5-23-72	INSPECTION MADE BY E. A. Nichols, Area Engr		PROJECT NO. I-80-6(49)271		
IN COMPANY WITH A. H. Fillmore, Res Engr; H. J. Van Cleave, Res Br Engr, OSRD; Crawford Jones, Hwy Engr Trainee, FHWA					
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory		TIME ELAPSED 18 %	WORK COMPLETED 13 %	

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

6-27-72

JUN 26 1972

LADD CANYON SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, and Signing
REGIONAL OFFICE

The primary purpose of this inspection was to check on the grading phase of the project. So the other phases of the project won't be covered in this report other than to mention that they were satisfactory.

The contractor had excavated and placed about one-fourth of the bid amount of 585,000 CY. Practically all of the grading work done was on the westbound lanes between the beginning of the project (Sta 482) and Sta 630. The contractor was paid for 87,157 CY in the last estimate. This quantity was based on remeasured sections plotted on the design cross sections to get end areas. Mr. Fillmore said they will be plotted on the IBM sections plotted from construction notes when available. He has received IBM sections covering the area between STA 492 and 510.

To date it appeared there would be a slight underrun in the excavation quantities if the excavation were confined to the staked sections. However, there has been a large overrun on the embankment foundation excavation. (Bid quantity 23,000 CY - staked quantity 40,000 CY.) Due to a wet winter, the common material was and still is saturated. Where it was feasible to subgrade this material and get down to suitable material (rock, in most cases), the Resident Engineer did so.

As mentioned above, the common material was saturated. If this contract had been awarded so grading operations could have been started in July or August, it is very likely most of the material being subgraded would be dry and wouldn't have been removed. However if this were done it may have resulted in a structural deficiency when the underlying soil became saturated. This would indicate that a more exhaustive soils survey should be made during the location stage so correct construction procedure could be incorporated into the plans.

The specifications require compaction of the natural ground. This has not been possible on this job because of the saturated condition of the natural ground. It has not been feasible to subgrade in all areas so the Resident Engineer chose the next best thing. He excavated longitudinal ditches to try to intercept the water and did accomplish this purpose very

well. Drainpipe will be placed in these ditches. However, due to the heaviness of the soil, the soil is drying out so slow it would delay the contract work considerably if work were delayed until the natural ground dried sufficiently. Normal heavy equipment promptly gets stuck in this material now so it cannot be aerated. At the time of this inspection, material was being placed at Sta 613 (WB), one of the saturated areas. It was being placed in one lift between three and four feet deep. The material being placed is very rocky with boulders up to four feet in diameter.

Loaded Euclid dump trucks are traveling over the embankment as they are hauling the material to the end of the lift where a D9 is being used to spread the material. The writer did not notice any deflection of the embankment either under the trucks or the D9 where the maximum size of material was fairly small. However, there was a very noticeable quaking action when either of these pieces of equipment rode on top of a boulder whose diameter was nearly equal to the depth of the lift. This would indicate that there is very little compaction of the natural ground and when it compacts in the future it could result in deformation of the PCC pavement.

Again, an adequate soils investigation may have helped the designer to specify a construction method which would insure a good roadbed.

Practically all of the material placed to date has been too rocky to perform the standard compaction test; consequently, only about 5% of the recorded compaction checks were actual density tests. The rest were visual observations supplemented by gradation analysis.

The compaction charts indicate these checks are being made and the embankments are constructed.



RECEIVED

FORM E-20 (REV. 10-62)

Kind files ✓

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 16, 1972

To: H. S. Coulter

L. W. Rullen

W. E. Schwartz

SUBJECT: Requests to Eliminate Transverse Steel
LaGrande-Ladd Canyon Section, Contract 7566
Ladd Canyon Section, Contract 7671
S.E. Causey Ave.-Gladstone Inter-
change Section, Contract 7660
Gladstone Int.-Oregon City Int., Contract 7389
N. Fk., Jacobsen Gulch-N. Ontario
Interchange Section, Contract 7605

FROM

C. T. Keasey
C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

Proposals have been received from the contractors on each of the subject projects to eliminate the transverse reinforcing steel in the continuously reinforced RCC pavement, each with a quoted reduction in bid price of \$0.20 per square yard.

We have done a considerable amount of research of various reports, practices in other states, etc., and the results are not conclusive. After extensive discussion in this office and in Administration, it has been decided not to change the requirement for transverse steel in these projects.

You should therefore advise your contractors to proceed according to the plans and specifications.

Another factor in arriving at the above decision was that the quoted price reduction on these projects (\$0.20 per square yard in each case) is not considered to be equitable. The reduction in the quantity of steel and the labor cost should reflect a greater saving to the State, probably in the neighborhood of \$0.30 to \$0.50 per square yard.

In all the material researched, there are four main purposes served by the transverse steel reinforcement. They are as follows:

1. To maintain the specified spacing of longitudinal steel.
2. To serve as tie bars across the longitudinal joints in lieu of conventional tie bars.
3. To hold chance longitudinal cracks tightly closed for improved load transfer.
4. To aid in supporting the longitudinal steel at the specified location above the base.

H. S. Coulter
L. W. Rulien
W. E. Schwartz
May 16, 1972
Page 2

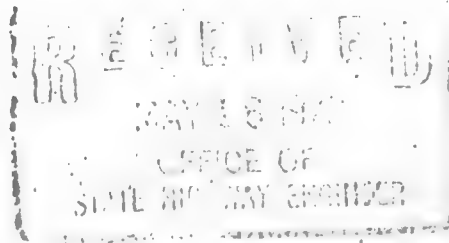
The development of machinery to place the longitudinal steel in the fresh concrete within the specified tolerances, both lateral and vertical, eliminates Nos. 1 and 4 above. Since we have previously eliminated the use of tie bars across the longitudinal joints, No. 2 does not apply. This leaves only No. 3, and we have not been able to conclude the true value of the transverse steel, either in preventing longitudinal cracking or in holding the cracks tightly together once they do occur. Opinions differ around the country with some states definitely requiring the use of transverse steel and others permitting or specifying elimination of it.

I personally feel that the minor longitudinal cracking we have experienced has been caused by either (1) a faulty base or subgrade; (2) poor quality concrete; or (3) failure of a longitudinal joint to open as designed, and that the reinforcing effect of the transverse steel is so slight, because of the size and spacing of the bars, as to be negligible. This opinion is shared also by our Design Section.

Administration has agreed to approve a future project permitting or specifying the elimination of the transverse steel, and we are considering the Ladd Canyon-North Powder Section of I-80N in Eastern Oregon for this purpose. If this procedure is successful, it should result in a considerable dollar savings to the Highway Division on other future projects.

CTK:fw

cc: A. E. Johnson
Frank Hall
J. B. Boyd
J. H. Versteeg
J. F. Rutnam



RECEIVED
MAY 1 1972

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FORM PR-33A
(REV. 3-68)

cc: OSHD (A E Johnson)

INITIAL INSPECTION REPORT

Region
Wash DC

(Check appropriate box) ☒ Contact

☐ Project Stage

* ☐ Statewide Inspection-in-Depth

Region No.

Report No.

County

Division

10

1

Union

Oregon

Date of Inspection

Inspection Made By

Project No.

4/4/72

R. A. Nichols, Area Engineer

I-80N-6(49)2:1

In Company With

Alfred Shirley, Jr Reg Const Engr; H. M. Fillmore, Res Engr, OSHD.

Location

The project begins at Station 482+00 about 10 miles south of La Grande, Oregon.
From thence it proceeds southeasterly 4 miles to Station 700. COPY SENT

Contractor Name and Address

MAY 5 1972

Peter Kiewit Sons Co.

Award Date

Contract Amount

Time Allowed

Time Started

Work Started

11/24/71

\$3,207,138.50

450 cal.workdays

3/1/72

REGIONAL

02/21/72

Quality of Work

Progress of Work

Time Elapsed

Work Completed

Satisfactory

Satisfactory

8 %

3%

Roadbed (Width) 40'-(2 lanes)

(Feet 0. to 0. of shoulders)

STRUCTURES OVER 20-FOOT SPAN

			BASE-SURFACING			TYPE	TYPE CODE NO.	NET LENGTH (Miles)
TYPE	TYPE CODE NO.	NET LENGTH (Miles)	THICKNESS		WIDTH (Feet)			
			EDGE (Inches)	CENTER (Inches)				
Continuously reinforced PPC	7204	3,982	14	10"	40	PCC Prestressed Box Girder	X781	0

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

LADD CANYON SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures and Signing

1. Completed Work

Clearing - 12% complete

The following areas have been cleared:

WB lanes - Sta. 482-540
Channel Change - Sta. 558-596

Drainage - 6% complete

Culvert pipe have been placed at WB 511, WB 544, and WB 558. About 30% of the 102" structural plate pipe at Sta. 546 has been assembled. In addition to the planned pipe, the resident had an 18" pipe installed near Sta. 545 to correct an unforeseen irrigation problem.

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

NOTED
JOM EDWARDS

5-11-72
JOM EDWARDS

Grading - 5% complete

The topsoil has been stripped off most the westbound lanes area between Sta. 482 and 540. The other work in this section consists of foundation excavation between Sta. 482 and 490, pioneering the entire length and a minor amount of embankment construction in several small areas.

The excavation for the channel change from Sta. 557 to 596 was about 50% complete.

Structures - 1% complete

The excavation for Bent #3 footing of the Ladd Canyon O'xing structure was completed. They were preparing to drive piling at Bent #3.

2. Work-in-Progress

A dozer was being used to construct the bed for a culvert at Sta. 518+60.

A dragline was working in the channel change at Sta. 596. Two dozers were also working in the channel change between Sta. 573 and 586.

The culvert crew was fabricating the 102" structural plate pipe at Sta. 558.

Crushed aggregate for PC concrete was being hauled from a crusher site adjacent to the LaGrande Bypass project to a stockpile site left of Sta. 560.

3. Comments and Recommendations

Due to saturated soil conditions the resident engineer has been forced to subgrade in areas where subgrading may not have been required if the roadway were constructed later in the year. Although it may not have been required I believe that the removal of the type of material that was removed is always beneficial.

The following change orders have been issued:

PA #1 was a documentary price agreement establishing unit prices for all except the grading items on the FR₂ line. This frontage road was added to the project after the contract was awarded. Estimated cost-\$21,847.

PA #2 established a unit price for Class "B" bedding material.
Estimated cost - 400 CY @ 7.00 = \$2,800

Extra Work Order #1 - covering the State's share of the cost for "On-the-job training". Estimated cost - \$3,200.

Extra Work Order #2 - covering the State's share of the flagging costs.
Estimated cost - \$30,000.

(more)

Extra Work Order #3 canceled by PA #2

Extra Work Order #4 covering the cost of grading the FR₂ line from Sta. 588 to 703+50. Estimated Cost = \$7,800

The above change orders have been approved. Approval of the following change orders is recommended.

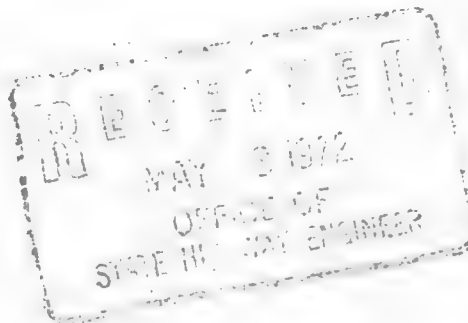
PA #3 covering the cost of furnishing and placing boulder gabions in the channel change. Estimated cost - 140 @ 10 = \$1,400

PA #4 covering the cost of placing a 2" thick A.C. mat on the frontage road right of Sta. FR 555+50 to FR 586+33. Estimated cost - \$5,620.

The project records indicate the specified compaction is being attained.

The required project identification signs have been erected. The specified posters have been posted in a conspicuous place.

The March EEO reports indicated there were 44 people assigned to the project, none of whom was classified as a minority. The resident engineer said, however, that there was an American Indian on the project as a carpenter trainee.



RECEIVED
MAR 28 1972

FOR FILE

Salem, Oregon
March 23, 1972

7671
MEMO TO THE FILES

RE: Suitable Backfill Material for
Culvert Installations
Ladd Canyon Section
I-80N
Contract No. 7671

NOTED
A. E. JOHNSON

Teletypes No. 177 and 181 sent by Bud Shirley to F. D. Morgan request approval for extra work to furnish backfill material for these culvert installations that the contractor is attempting to make on the project at this time.

On March 21, accompanied by Chuck Fredrickson, the culvert installation on the project was viewed and it is agreed that the area at this time is very wet and it is somewhat difficult to obtain materials suitable for backfill. However, it is also thought that a \$4.50 per cubic yard price is quite high for obtaining these materials.

Westerly from this project and just at the westerly end, the contractors are now crushing -- this is a subcontractor on a separate job -- and it is possible there are some reject materials which could be obtained for these culvert installations. It appears there is a possibility that the contractor can, with a little bit of work, find some materials that are suitable for this purpose or he may have to wait a little while until some materials dry up.

Due to the wetness of the area, it is not practical for the contractor to be grading at this time. The culvert installations also can possibly be delayed for a short time until the area does dry up and we can obtain suitable materials.

It is therefore my opinion that we should not pay \$4.50 a cubic yard for the estimated 400 yards of backfill material that is estimated to be needed for these pipe installations. This was discussed fully with Mr. Fredrickson.

John H. Walker

John H. Walker
Quality Control and Training Engineer

JHW:fw

cc: A. E. Johnson
W. E. Schwartz

RECEIVED
MAR 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER



State of Oregon

Treasury Department
Salem 97310

March 14, 1972

ROBERT W. STRAUB
State Treasurer

Peter Kiewit Sons' Co. Contractors
1000 Kiewit Plaza
Omaha, Nebraska 68131

Attention: Donald E. Baker, Treasurer

Gentlemen:

Per instructions from the Department of Transportation, State Highway Division, we are enclosing Safekeeping Receipt No. 328, dated March 14, 1972, in the amount of \$200,000.00 U.S. Treasury Bonds of 1980, dated 10/3/60, due 11/15/80, 3 1/2%, Nos. 3798 and 3504 (2 @ \$1000,000.00 each).

These bonds are in lieu of retainage on State Highway Contract 7671.

Very truly yours,

ROBERT W. STRAUB, State Treasurer

By:

Merle Crows
Accountant

MC:er
Enclosure

cc: Floyd Query, State Highway Divan.

COPY

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

LOCAL HIGHWAY ADJUSTMENT ON

Project Name Ladd Canyon Section Date February, 1972Highway Old Oregon Trail Contract No. 7671County Union Prefix 631-1074Contractor Peter Kiewit Sons' Co. F. A. Project No. I 80M-6(49)271Address P. O. Box 1635 Walla Walla, Wash. 99362 Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Perform excavation embankment, haul, and roadbed finishing of the FR₂ Line from Station 588 to Station 703+50, which was not included in contract.

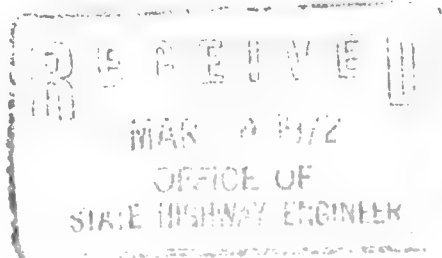
Location by station numbers:

FR₂ Line - Station 588 to 703+50

Estimate of quantities and cost:

Equipment	\$5,600.00
Labor	1,700.00
Materials	500.00
	<u>\$7,800.00</u>

See attached Estimate Summary

NOTED
A. E. JOHNSON

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The work is in addition to original contract. Due to small quantity of excavation, long haul and sliver fills contractor cannot perform the work at bid prices. The work is adaptable on force account basis.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	\$3,929,668.31
Present estimate of project cost, including	\$3,929,668.31
\$7,800 for work under this order	
Expected under-run amount	none
Expected over-run	none
Expected under-run per cent	
Expected over-run	

Space to right of this line is for use of Salem Office

Submitted by: H. M. Fillmore
Resident EngineerApproval Recommended: [Signature]
For: Construction Engineer or Bridge EngineerApproval Recommended: [Signature]
Regional EngineerApproved: [Signature]
Construction Engineer

2-25-72

Form E-208 (Rev. 11-70)

STATE COPIG-1P
OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Ladd Canyon Section Date February 10, 1972
Highway Old Oregon Trail Contract No. 7671
County Union Prefix 631-1074
Contractor Peter Kiewit Sons' Co. F. A. Project No. I 80N - 6(49)271
Address P. O. Box 1635 Walla Walla, Wash. 99362 Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and place pipe bedding material

NOTED
A. E. JOHNSON

Location by station numbers:

Throughout project - Station 482 - Station 700

Estimate of quantities and cost:

Materials	\$200.00
Labor	200.00
Equipment	100.00
	<u>\$500.00</u>

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Provide for culvert foundation material if needed. Monies for this work was included in project authorization. Work is not begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	\$3,929,668.00
Present estimate of project cost, including \$500.00 for work under this order	\$3,929,668.00
Expected under-run amount	\$ none
Expected over-run amount	
Expected under-run per cent	none
Expected over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: Am F. L. Moore
Resident Engineer

Approval Recommended: [Signature]
Construction Engineer or Bridge Engineer

Approval Recommended: [Signature]
Regional Engineer

Approved: [Signature]
Construction Engineer



RECEIVED

UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING

SALEM, OREGON • Phone 378-6527310

Mr. G. S. Rasmussen
California-Pacific Utilities Company
2003 First Street
Baker, Oregon 97814

January 31, 1972

Re: Power Line Adjustment
Ladd Canyon Section
Old Oregon Trail Highway
Union County
Project No. I-80N-6(49)271
Contract No. 7671

ATTENTION: Mr. R. G. Simms

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of November 11, 1971, have been approved by the State and the Federal Highway Administration. You are hereby authorized to proceed with the work as of January 31, 1972.

Please contact Mr. H. M. Fillmore, Resident Engineer, 2318 E. Adams, LaGrande, Oregon 97850, telephone 963-3385, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to January 31, 1972, in the amount of \$758.92, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

PGP:dl

cc: California-Pacific Utilities Company-LaGrande
California-Pacific Utilities Company-
San Francisco

A. E. Johnson
R. E. Simpson
V. L. Gallagher w/attach (2)
V. E. Skoog "
W. E. Schwartz " (2)
H. M. Fillmore "
G. A. Starkey "
Harlin Gerlach "

Very truly yours,

George M. Baldwin
Administrator of Highways

NOTED
A. E. JOHNSON

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

Note to W. E. Schwartz: Please have a State Force Order prepared and submitted for this work. Project No. I-80N-6(49)271. Prefix No. 631-1074. Return one copy of Est. and sketch with SFO.

RECEIVED

1-26-72
RECEIVED
JAN 31 1972

PERMIT OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.

1-80N-6(49)271

STATE PROJECT NO.

LADD CANYON SECTION

COUNTY NAME

FROM:

R. E. SIMMONS, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.

1-649

PROGRAM STAGE (Check)

☐ 1. ☒ 2.

TO:

I-80N-6(49)271

7671

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

NOTED
B. B. KLABOE

DATE PS&E APPROVED

DATE AUTHORIZATION
EFFECTIVE

JANUARY 26, 1972

FEDERAL ROUTE NUMBER

INTERSTATE ROUTE 80N

STATE ROUTE NUMBER

OLD OREGON TRAIL HIGHWAY ROUTE 6

GENERAL LOCATION:

31-72
ipm

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR CALIFORNIA PACIFIC UTILITIES COMPANY DISTRIBUTION LINES EFFECTIVE TODAY. REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF \$758.92 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN

☐ PREPARATION

☒ OTHER (Specify) UTILITY ADJUSTMENT.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT

☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 2-14-69 AND PPM 30-4.1 DATED 10-1-69.

WE APPROVE THE AGREEMENT WITH THE CALIFORNIA PACIFIC UTIL. CO. CONSISTING OF YOUR 5-17-71 U&R ENGINEER'S LETTER, THE 11-30-71 UTILITIES LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S 1-17-72 LETTER.

RECEIPT OF MR. FILLMORE'S 5-19 AND 12-2-71 AFFIDAVITS OF THE CALIFORNIA PACIFIC UTILITIES COMPANY PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

SINCE THE UTILITY IS NOT ADEQUATELY STAFFED OR EQUIPPED TO PERFORM A PORTION OF THE WORK WITH ITS OWN FORCES, THE CONTRACT METHOD OF PERFORMING SUCH WORK AS INDICATED IN THE ESTIMATE IS SATISFACTORY PROVIDING THE APPROPRIATE CIVIL RIGHTS CLAUSES ARE INCLUDED.

DATE

1-26-72

SIGNATURE OF APPROVING OFFICIAL

[Signature]

TITLE

FOR: DIVISION ENGINEER

NOTED
EDWARDS

FORM PR-1246
(Rev. 6-68)

JAN 3 - 1972

LETTER OF APPROVAL AND/OR AUTHORIZATION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

I-80N-6(49)271

STATE PROJECT NO.
LADD CANYON SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
UNION

ITEM NO.

I-645

PROGRAM STAGE (Check)

☐ 1 ☒ 2

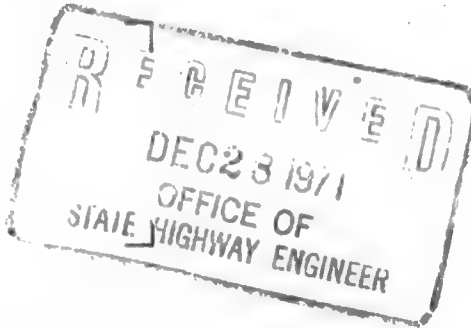
TO:

I-80N-6(49)271
7671

Mr. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

L

12-31-71
H. J. JONES



DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE

FEDERAL ROUTE NUMBER

DECEMBER 27, 1971

INTERSTATE ROUTE 80N

STATE ROUTE NUMBER

OLD OREGON TRAIL HIGHWAY ROUTE #6

LIMITS OF AUTHORITY

OUR PROGRAM MEMORANDUM DATED JUNE 10, 1971 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR PACIFIC NORTHWEST BELL TELEPHONE COMPANY'S TELEPHONE FACILITIES EFFECTIVE TODAY. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE \$18,200.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) UTILITY ADJUSTMENT.

- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
F. B. KLABOE

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1, 1969.

WE APPROVE THE AGREEMENT WITH THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY CONSISTING OF YOUR 5-17-71 UTILITIES & RAILROAD ATTORNEY'S LETTER, THE UNDATED PACIFIC NORTHWEST BELL TELEPHONE COMPANY'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S 12-21-71 LETTER. RECEIPT OF MR. H. M. FILLMORE'S MAY 19, 1971 AFFIDAVIT OF THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

SINCE THE UTILITY IS NOT ADEQUATELY STAFFED OR EQUIPPED TO PERFORM A PORTION OF THE WORK WITH ITS OWN FORCES, THE CONTRACT METHOD OF PERFORMING SUCH WORK, IS SATISFACTORY PROVIDING THE APPROPRIATE CIVIL RIGHTS CLAUSES ARE INCLUDED.

NOTED
TOM EDWARDS

DATE

12-27-71

SIGNATURE OF APPROVING OFFICIAL

[Signature]

TITLE

FOR: DIVISION ENGINEER

RECEIVED
TO DEC 17 1971

FOR FILING

I-80N-6(47)-271
7671

December 16, 1971

Mr. Timothy Ellis
(UCEC EOC*OSPIRG)
1103 Spring #5
La Grande, OR 97850

Dear Mr. Ellis:

We have your letter of November 29, expressing your concern over possible damage to the Grand Ronde River through La Grande, as a result of I-80N construction activities. It is assumed that the section of the river you refer to is the rerouting of the channel necessary to accommodate the roadbed.

We have not been able to uncover any evidence that the contractor had filed an environmental impact statement with us; however, since a statement is lacking, we offer the following concerning our involvement with the channel.

In order to reduce (if not eliminate) probable damage, a comprehensive study of the hydraulics was made and a channel design conceived so that adverse impacts would be minimized -- not only in the channel change itself, but also in the reaches of the river upstream and downstream from the construction area. Flow characteristics were carefully analyzed so that when the new channel is in place, upstream and downstream flows would remain virtually the same at all stages of the river as they were before the construction. It is our belief that the new channel will be an improvement over the capabilities of the old channel -- particularly at flood stage. Some time ago, Union County had expressed concern with the channel change and its probable effect upon the water resources of the area. Along this line, they had asked the Corps of Engineers (Walla Walla District) to review our channel design, who, in turn, concurred with our design.

We were also aware of the fish population in the river and to protect this resource, the Fish and Game Commissions were consulted and their ideas were utilized in a design that

Mr. Timothy Ellis
December 16, 1971
Page 2

would best serve this need. In addition, control of siltation and other forms of pollution during construction is covered in our contract specifications in harmony with state regulations governing water quality.

We too, are concerned about the aftermath of our construction activities and we take every step to assure that adverse conditions do not become a reality. We hope this information will have some value to you. If you have any questions concerning specific details of our design, please do not hesitate to write.

We appreciate your concern for the environment.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY
L. H. YOUNG
Program and Planning Engineer

WHT:dg

cc F. B. Klaboe

RECEIVED
DEC 8 - 1971

FOR FILING

I-86N-6(49)-271
7671

December 7, 1971

Peter Kiewit Sons' Company
215 South "V" Street
Vancouver, Washington 98663

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7671 for work on
the Ladd Canyon Section of the
Old Oregon Trail in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc The Aetna Casualty & Surety Company
Bond Department
1201 S. W. 12th Avenue
Portland, Oregon 97203

bc F. D. Morgan
I. D. Merchant
L. H. Young
Attn: Vince Gallagher
H. S. Coulter
H. H. Filmore

RECEIVED FORM PR-1245 DEC 21 1971		12-2-71 File Copy	
U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS		FEDERAL AID PROJECT NO. 1-80N-6(49)271	
LETTER OF APPROVAL AND/OR AUTHORIZATION FOR FILING		STATE PROJECT NO. LADD CANYON SECTION	
FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON		PROGRAM NO.	COUNTY NAME UNION
		ITEM NO. 1-645	PROGRAM STAGE (Check) ☐ 1 ☒ 2
TO: I-80N-6(49)271-71 7671 MR. R. L. PORTER STATE HIGHWAY ENGINEER SALEM, OREGON		12-6-71 young	
DATE PS&E APPROVED		DATE AUTHORIZATION EFFECTIVE DECEMBER 2, 1971	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 80N STATE ROUTE NUMBER OLD OREGON TRAIL HIGHWAY ROUTE #6
LIMITS OF AUTHORITY OUR PROGRAM MEMORANDUM DATED JUNE 10, 1971 AUTHORIZED YOU TO PROCEED WITH THE PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR EL PASO NATURAL GAS COMPANY'S PIPE LINE EFFECTIVE TODAY. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE \$17,694.00 IS APPROVED.			
YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW			
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY		☐ ACQUISITION OF RIGHT-OF-WAY	
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION		☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS	
☒ OTHER (Specify) UTILITY ADJUSTMENT.		☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS	
REMARKS APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1, 1969. WE APPROVE THE AGREEMENT WITH THE EL PASO NATURAL GAS COMPANY CONSISTING OF YOUR SEPTEMBER 7, 1971 REGIONAL UTILITIES ENGINEER'S LETTER, THE NOVEMBER 4, 1971 EL PASO NATURAL GAS COMPANY'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S NOVEMBER 26, 1971 LETTER. RECEIPT OF MR. M. M. FILLMORE'S SEPTEMBER 3, 1971 AFFIDAVIT OF THE EL PASO NATURAL GAS COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED.			
DATE 12-2-71	SIGNATURE OF APPROVING OFFICIAL 		TITLE FOR DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

DEPT OF TRANSPORT
NOV 26 1971

FOR FILE

I-SON-6 (47) 1271
7671

bc F. D. Morgan
I. D. Merchant
L. H. Young
Attn: Vince Gallagher
Don Trout
H. S. Coulter
E. S. Thompson
William Geibel (SAIF)

November 24, 1971

Peter Kiewit Sons' Company
215 South "V" Street
Vancouver, Washington 98663

Gentlemen:

Enclosed are three copies of Contract No. 7671 for work on the Ladd Canyon Section of the Old Oregon Trail in Union County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 1, 1972.

You are reminded of the requirements included in the KEO Special Provisions for "On-The-Job Training". The fourth paragraph of the Special Provision requires that you must receive approval of "...the number of trainees to be trained in each selected classification" before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

k1
Enclosures



DEC 1 - 1971
UTILITY UNIT
FOR FILING
**OREGON STATE
HIGHWAY DIVISION**
I 8111
HIGHWAY BUILDING

NOTED
A. E. JOHNSON

SALEM, OREGON PHONE 378-6511 87310
November 22, 1971

Chevron Pipe Line Company
P. O. Box 117
Salt Lake City, Utah 84110

ATTENTION: Mr. E. I. Allen,
President

RE: Pipe Line Relocation
Ladd Canyon Section
Old Oregon Trail Highway
Union County
Project No. I-80N-6(49)271

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letters of September 29 and October 27, 1971, have been approved by the State and the Federal Highway Administration. This will confirm our verbal authorization for you to advertise for bids as of October 4, 1971. This will also confirm our October 4, 1971 verbal concurrence in the award of the contract for the work to Hood Corporation, Whittier, California, who submitted the low bid of \$10,770.

Reimbursement for the work performed on and subsequent to October 4, 1971 will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and references to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

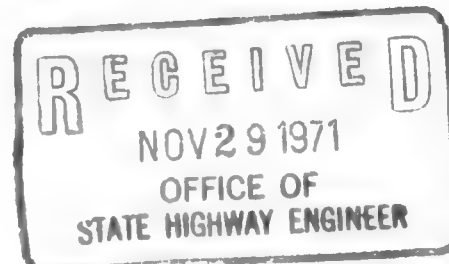
By

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl:fw

cc: Chevron Pipe Line Co.
201 N. Phillippi St.
Boise, Idaho 83707
Attn: Mr. E. H. Hight

bcc: A. E. Johnson
R. E. Simpson
V. L. Gallagher - w/attach (2)
V. E. Skoog - w/attach.
H. S. Coulter - " (2)
J. C. Hiatt "
G. A. Starkey "
H. M. Fillmore "



NOTE TO H. S. COULTER: Please have a State Force Order prepared and submitted for this project. (Project No. I-80N-6(49)271, Prefix No. 631-1074). Return one copy of Estimate and Sketch with State Force Order.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.

EMP-1-80N-6(49)271

STATE PROJECT NO.

LADD CANYON SECTION

FROM:

R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
1-645

COUNTY NAME

UNION

PROGRAM STAGE (Check)

☐ 1. ☒ 2.

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

*Mr. R. L. Porter
11-22-71
OK*

DATE PS&E APPROVED

DATE AUTHORIZATION
EFFECTIVE

OCTOBER 4, 1971

FEDERAL ROUTE NUMBER

INTERSTATE ROUTE 80N

STATE ROUTE NUMBER

OLD OREGON TRAIL HIGHWAY NO. 6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE ACTUAL ADJUSTMENT OF THE CHEVRON PIPE LINE COMPANY'S PIPE LINE EFFECTIVE OCTOBER 4, 1971. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE \$44,370.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN

☒ PREPARATION **UTILITY ADJUSTMENT.**

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT OF WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT

☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
TOM EDWARDS

REMARKS

OUR PROGRAM MEMORANDUM DATED JUNE 10, 1971 AUTHORIZED YOU TO PROCEED WITH THE PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION OF THE SUBJECT PROJECT EFFECTIVE THAT DATE.

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 1-14-69 AND 30-4.1 DATED 10-1-69.

WE APPROVE THE AGREEMENT WITH CHEVRON PIPE LINE COMPANY CONSISTING OF YOUR UTILITIES AND RAILROAD ENGINEER'S MAY 17, 1971 LETTER OF CONFLICT, THE CHEVRON PIPE LINE'S SEPTEMBER 29 AND OCTOBER 27, 1971 LETTERS AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S NOVEMBER 2, 1971 LETTER.

RECEIPT OF MR. H. F. FILLMORE'S NOVEMBER 2, 1971 AFFIDAVIT OF THE CHEVRON PIPE LINE COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED.

DATE

11-16-71

SIGNATURE OF APPROVING OFFICIAL

[Signature]

TITLE
FOR

DIVISION ENGINEER

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
1-515

1-JON-6(33)262
STATE PROJECT NO.

LADD CANYON SECTION
COUNTY NAME

UNION

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

Mr. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

I 6-45

1-JON-6(44)271

DATE PS&E APPROVED

DATE AUTHORIZATION
EFFECTIVE

OCTOBER 4, 1971

FEDERAL ROUTE NUMBER

INTERSTATE ROUTE 80N

STATE ROUTE NUMBER

OLD OREGON TRAIL HIGHWAY - ROUTE #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE ACTUAL ADJUSTMENT OF THE CHEVRON PIPE LINE COMPANY'S PIPE LINE EFFECTIVE OCTOBER 4, 1971. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE \$44,370.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION

[X] OTHER (Specify) ADJUSTMENT OF
UTILITY.

- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

OUR PROGRAM MEMORANDUM DATED OCTOBER 13, 1967 AUTHORIZED YOU TO PROCEED WITH THE PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION OF THE SUBJECT PROJECT EFFECTIVE THAT DATE.

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 1-14-69 AND 30-4.1 DATED 10-1-69.

WE APPROVE THE AGREEMENT WITH CHEVRON PIPE LINE COMPANY CONSISTING OF YOUR UTILITIES AND RAILROAD ENGINEER'S MAY 17, 1971 LETTER OF CONFLICT, THE CHEVRON PIPE LINE'S SEPTEMBER 29 AND OCTOBER 27, 1971 LETTERS AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S NOVEMBER 2, 1971 LETTER.

RECEIPT OF MR. H. F. FILLMORE'S NOVEMBER 2, 1971 AFFIDAVIT OF THE CHEVRON PIPE LINE COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED.

DATE

11-16-71

SIGNATURE OF APPROVING OFFICIAL

TITLE

DIVISION ENGINEER

NOV 10 1971

FOR LETTER OF APPROVAL AND/OR AUTHORIZATION

1-80N-6(33)262

STATE PROJECT NO.

LADD CANYON SECTION

COUNTY NAME

UNION

PROGRAM STAGE (Check)

☐ 1. ☒ 2.

FROM:

R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

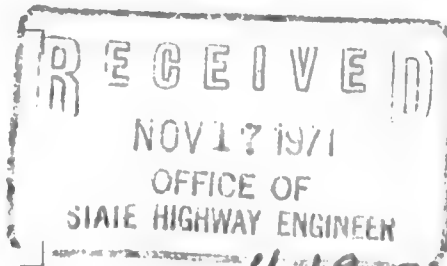
PROGRAM NO.

ITEM NO.
1-515

TO:

7671

Mr. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON



DATE PS&E APPROVED

DATE AUTHORIZATION
EFFECTIVE

OCTOBER 4, 1971

FEDERAL ROUTE NUMBER

INTERSTATE ROUTE 80N

STATE ROUTE NUMBER

OLD OREGON TRAIL HIGHWAY - ROUTE #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE ACTUAL ADJUSTMENT OF THE CHEVRON PIPE LINE COMPANY'S PIPE LINE EFFECTIVE OCTOBER 4, 1971. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE \$44,370.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN

☐ PREPARATION

☒ OTHER (Specify) ADJUSTMENT OF
UTILITY.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT

☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

OUR PROGRAM MEMORANDUM DATED OCTOBER 13, 1967 AUTHORIZED YOU TO PROCEED WITH THE PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION OF THE SUBJECT PROJECT EFFECTIVE THAT DATE.

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 1-14-69 AND 30-4.1 DATED 10-1-69.

WE APPROVE THE AGREEMENT WITH CHEVRON PIPE LINE COMPANY CONSISTING OF YOUR UTILITIES AND RAILROAD ENGINEER'S MAY 17, 1971 LETTER OF CONFLICT, THE CHEVRON PIPE LINE'S SEPTEMBER 29 AND OCTOBER 27, 1971 LETTERS AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S NOVEMBER 2, 1971 LETTER.

RECEIPT OF MR. H. F. FILLMORE'S NOVEMBER 2, 1971 AFFIDAVIT OF THE CHEVRON PIPE LINE COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED.

NOTED
TOM EDWARDS

DATE

11-16-71

SIGNATURE OF APPROVING OFFICIAL

[Signature]

TITLE

DIVISION ENGINEER

RECEIVED
NOV 8 - 1971

FOR FILES

I-80N-6(49)271
7671

November 5, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Ladd Canyon Section
Project I-80N-6(49)271
Union County

Dear Sir:

The subject project qualifies under IM 30-5-71 as a project to stimulate jobs in areas of high unemployment under (a) of "Labor Areas of Substantial or Persistent Unemployment".

Enclosed is a copy of pages 5 and 15 of the U. S. Department of Labor's publication "Area Trends in Employment and Unemployment" of September, 1971, which classifies La Grande (Union County) as an area of substantial unemployment.

We therefore request the project designation be changed to IMF-I-80N-6(49)271 by PR 37 action.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:bb

Enclosures

cc: R. L. Porter
Tom Edwards
F. B. Klaben
Frank Hall
V. E. Skoog
R. N. Chase
B. L. Gifford



NOV 8 - 1971

UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

SALEM, OREGON Phone 378-6511/97310

November 2, 1971

Re: Pipe Line Relocation
Chevron Pipe Line Company
Ladd Canyon Section
Old Oregon Trail Highway
Union County
Project No. I-80N-6(33)202

Dear Sir:

Attached is one copy each of the following data pertaining to this project.

1. A letter from Chevron Pipe Line Company to our Mr. Fillmore, dated October 27, 1971.
2. Bid proposal, dated October 26, 1971, from the low bidder Hood Corporation.
3. A letter from Chevron Pipe Line Company to our Mr. Fillmore, dated September 29, 1971, with attached estimate of cost and sketch map.
4. A certification prepared by Mr. H. M. Fillmore as to Chevron Pipe Line Company's rights in the land occupied by their facilities.

One copy of the Company's estimate of cost and sketch map was furnished your Mr. Nichols on October 4, 1971. The State received an advance authorization for the Company to advertise for bids effective October 4, 1971.

You will note Hood Corporation's bid is approximately \$16,000 less than the engineer's estimate. This matter was discussed with representatives of Hood Corporation and they indicated that the bid was valid and they were willing to accept the award. In a conference call involving Messrs. Fillmore and Preston, representing the State, and your Mr. Nichols, it was agreed that it was in the public interest for Chevron Pipe Line Company to award their contract to the low bidder Hood Corporation.

Mr. R. E. Simpson
November 2, 1971
Page 2

Your approval of the agreement as evidenced above, and confirmation of the advanced authorization to proceed with the work as of October 4, 1971, under the provisions of PPM 30-4 and 30-4.1, is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

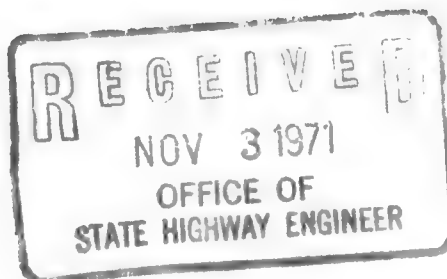
By



T. W. Litchfield
Railroad and Utility Engineer

PGP:dl
Enclosure

cc: A. E. Johnson ✓
V. L. Gallagher (2)



RECEIVED
OCT 20 1971

10-24-71

FOR FILING FORM PR-1248 (Rev. 6-68)		U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS		FEDERAL AID PROJECT NO. 1-80N-6(49)271	
LETTER OF APPROVAL AND/OR AUTHORIZATION				STATE PROJECT NO. LADD CANYON SECTION	
FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON				COUNTY NAME	
PROGRAM NO.				UNION	
ITEM NO. 1-645				PROGRAM STAGE (Check) ☐ 1 ☒ 2	
TO: MR. R. L. PORTER STATE HIGHWAY ENGINEER SALEM, OREGON					
DATE PS&E APPROVED OCTOBER 20, 1971		DATE AUTHORIZATION EFFECTIVE OCTOBER 20, 1971		FEDERAL ROUTE NUMBER INTERSTATE ROUTE 80N STATE ROUTE NUMBER OLD OREGON TRAIL HIGHWAY ROUTE 6	
LIMITS OF AUTHORITY AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF \$30,000.00; ON THE JOB TRAINING IN THE AMOUNT OF \$3,200.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF \$10,000.00.					
YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW					
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY					
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION					
☒ OTHER (Specify) CONTRACTOR'S FLAGGING \$30,000.00 ON THE JOB TRAINING 3,200.00 TEMPORARY EROSION CONTROL 10,000.00					
☐ ACQUISITION OF RIGHT-OF-WAY					
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS					
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS					
REMARKS MR. YOUNG'S OCTOBER 12, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED. A SIGNED COPY OF THE TITLE SHEET IS RETURNED HERewith. FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 - "FINAL ESTIMATE AND FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.					
DATE 10-26-71		SIGNATURE OF APPROVING OFFICIAL DIVISION ENGINEER			

Klaboe
Cpy Hauls
Edwa
10-28
10-29-71
Young W. H. W.

RECEIVED
OCT 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER
TITLE
DIVISION ENGINEER

FORM PR-48
REV. 7-67)

TRANSACTION NUMBER 6-38

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATE HIGHWAY DEPARTMENT
OREGON

DATE
6-10-71

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

MR. YOUNG'S MAY 14, 1971 LETTER

CLASS OF FEDERAL FUNDS
☒ FAI ☐ FAP ☐ FAV ☐ FAS ☐ OTHERS

TITLE
PROGRAM & PLANNING ENGINEER

STAGE 1*

ITEM NOS. THRU

STAGE 2

ITEM NOS. 645 THRU

ITEM NO. PROJECT NOS.

LENGTH (Miles) TOTAL ESTIMATED COST

FEDERAL FUNDS

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION

WORK

645 1-80N-6(49)271

3.98

6,000,000

5,535,000

LADD CANYON SECTION

GRADE, DRAIN, HIGH
TYPE PAVEMENT -
FRONTAGE ROADS AND
ONE STRUCTURE.

6-10-71

NOTED
TGM EDWARDS

RECEIVED
JUN 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY PREPARATORY WORK FOR UTILITY ADJUSTMENTS.

DATE

JUN 16 1971

SIGNATURE AND TITLE

DATE

6-10-71

SIGNATURE AND TITLE

R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

RECEIVED
MAY 17 1971

FOR FILING

I-80N-6(49)271
7671

May 14, 1971

Executive Department
Federal Aid Coordination Unit
Room 302 Public Service Building
Salem, Oregon 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Interstate project.

<u>Item</u> <u>No.</u>	<u>Project</u> <u>No.</u>	<u>Name</u>
645	I-80N-6(49)271	Ladd Canyon Section

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encls.

ENC:ia

cc: R. H. Chase

RECEIVED

I-80N-3(60)109
76-11

May 14, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for three Interstate projects, Item Nos. 643 through 645, which we desire to have included in the Federal Aid Interstate Highway Program.

Item 643, Project I-205-7(20)296, is exempt from State and District 2 Clearinghouse reviews under existing working agreements.

Item 644, Project I-80N-3(60)109, is exempt from State Clearinghouse review under working agreement of April 28, 1970 and paragraph 2b of IM 50-1-70. Copy of District 9 Clearinghouse approval, dated January 14, 1971, is enclosed.

Item 645, Project I-80N-6(49)271, received State and District 13 approvals on April 29, 1971 and April 13, 1971, respectively. Copies are enclosed.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:la

MONTHLY TRANSACTION NO.				FORM PR-1 (REV. 4-61)				FEDERAL - AID (PP)			
DATE SUBMITTED TO W.O.				5-14-71							
CARD 2	REPORT NUMBER 1		PROJECT LOCATION (45 typewriter spaces) I-80N 8.6 Mi. S. of La Grande S. 3.98 Mi.				ADT	PRESENT 3,500		FUTURE 5,600	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., High-Type Pave. & 1 Str.				NATL. FOREST	FM ROUTE NO.	SUPV AGENCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AL
CARD 4	CLASS OF FEDERAL FUNDS Interstate								COUNTY NAME		
NAME OF URBAN AREA 17-21								ROUTE NO. I		FEDERAL - I-8	
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST		FEDERAL FUNDS
	1	(14-15)	(16)	41	42	43	I-80N 8.6 Mi. S. of La Grande S. 3.98 Mi. (Ladd Canyon Sec.)	(54)	(55)	(56)	(57)
	5				PE						
	5				ROW						
	5				CONST (CODE)			3.98	6,000,000		5,535,000
CARD 1	CODE 1		PREPARED BY				PROJECT TOTALS	3.98	6,000,000		5,535,000
1		14		PROGRAM APPROVAL DATES				(116)		(123) (124)	

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

ADT	P R E S E N T	F U T U R E	Y E A R	R E G I O N	S T A T E N A M E	S T A T E C O D E	A P P N C O D E	I T E M N O.
	3,500	5,600	91	08	Oregon	35	042	645
(65)	(66)	(70)(71)(72)				(72)	(73)	(74)(75)(76)
A G E N C Y	D A C L A S S I F.	D A A R E A	E M E R G. Y R.	P L. A U T H Y R	P R O J E C T N U M B E R			I. Projects Only
					P R E F I X L E T T E R (S)	N U M B E R	S E Q. N O.	P O S T M I. D E S I G.
(68)	(70)	(71)(72)	(73)(74)	(75)(76)	14	I- 80-6 30 7	(49) 13	271 N (24)(25) 27
		C O U N T Y N A M E				C O D E 061 (14)(15)	P R O G R A M S T A G E	
		Union						
		R O U T E N O. I	F E D E R A L - A I D I-80N	S T A T E U.S.		STATE U.S. 6 I-80N (32)(37)(41)		☐ 1 OR ☒ 2
E S T I M A T E D P R O J E C T C O S T B Y P H A S E S								
T O T A L E S T I M A T E D C O S T	F E D E R A L F U N D S		S T A T E F U N D S		O T H E R F U N D S		C H A R A C T E R O F P R O P O S E D W O R K (Full description)	
(88)(89)	(86)(87)		(76)				Gr. & Dr. 4-12' lanes H.T. pave. with 10'R & 6'L shldr., median var. (130' normal), 1 str. (length 311') & 16' to 20' frontage rds.	
							ROW-320' min.; Access Control-full; Park. Restrictions-complete; Utilities-adj. required includ. preparatory work.	
98	6,000,000		5,535,000		465,000			
98	6,000,000		5,535,000		465,000			
(10)	(23)(24)		(22)		R E M A R K S			

Additional Data: Items 142-A and 142-B; Projects I-80N-6(18)262 and I-80N-6(28)262, respectively.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

LADD CANYON SECTION
PROJECT NO. I-80N-6(49)271

Remarks - continued

Project Data: The project consists of the following:

Roadway: Grade and drain 4-12' lanes of high-type pavement (Type Code 7224; continuously reinforced portland cement concrete pavement with cement-treated base) with 10' right and 6' left shoulders and a variable median (130' normal). Install traffic signs. Construct 16' to 20' frontage roads.

Structure: Const. Ladd Canyon Interchange Structure; Br. No. 9779, hwy. under hwy., prestressed concrete box girder, length 311', H.C. 32', (Type Code X781; est. cost \$258,000).

Utilities: Adjustment of the following (Type Code Y060):

Idaho Power Co.	\$ none
Calif. Pacific Util. Co.	500
Pacific N.W. Bell Tel.	20,000
General Tel. Co. of the N.W.	500
Chevron Pipe Line Co.	40,000
El Paso Natural Gas Co.	10,000
	<u>\$71,000</u>

Public Hearing: Held October 14, 1965

Design: Approved by FHWA memorandum of May 13, 1969.

State Clearinghouse: Approved by letter of April 29, 1971.

District 13 Clearinghouse: Approved by (Blue Mountain Council of Governments) letter of April 13, 1971.

Unusual Circumstances: It is the Highway Division's present intention to require 7 trainees, as set forth in FHWA Order, Interim 7-2(2), on this project.

RECEIVED
MAY 10 1971

FOR FILING



EXECUTIVE DEPARTMENT

I-86N-66-111
5 CAPITOL

TOM McCALL

GOVERNOR

Cleighton Penwell
EDWARD G. WESTERDAHL
Director

SALEM, OREGON 97310

April 29, 1971

R. L. Porter, State Highway Engineer
Department of Transportation
Highway Division
Salem, Oregon 97310

Re: Ladd Canyon Section-Old Oregon Trail
Clearinghouse #71.0127

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by Governor's Directive No. 01-270-02.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell
Cleighton Penwell

NOTED
JOM EDWARDS



Dist 7
COOS-CURRY COUNCIL OF GOVERNMENTS

P. O. BOX 434
COOS BAY, OREGON 97420

FRANK FREEMAN
PLANNING DIRECTOR
PHONE 269-9316

Robert B. Mason, Chairman
Glen R. Hale, Vice Chairman
Jack Schneiderman, Sec.-Treas.

April 14, 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attn: Mr. L. H. Young
Program and Planning Engineer

Dear Mr. Porter:

In compliance with the regional clearinghouse procedure as specified in the Office of Management and Budget Circular A-95, Coos-Curry Council of Governments on April 8, 1971 reviewed the attached State Highway Division's "Notice of Intent" to apply for a federal grant for the 1971-72 fiscal year Highway Planning, Research and Development Program. The following comments and recommendations are a result of the Council of Governments review of the above mentioned "Notice of Intent":

BEN GIFFORD

sent to ROYER

4-15-71

cc:

R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
R. A. Sandmann
C. T. Keasey

1. In April of last year, the Council of Governments reviewed a similar "Notice of Intent" of the Oregon State Highway Division and expressed a strong desire for a transportation planning study for the construction of a modern multi-lane facility within District 7 which would interconnect Interstate 5 and 101. Therefore, the Council of Governments once again would like to go on record as expressing its desire to have the cooperation, coordination, and assistance of the State Highway Department in conducting a District 7 wide long-range comprehensive transportation planning study in conjunction with the Council of Governments' long-range land use study and plan. In addition, the Council of Governments would also like to again express a strong desire for a transportation planning study for the construction of a multi-lane facility within District 7 which would interconnect Interstate 5 and Highway 101.



2. In reviewing the attached "Notice of Intent", the Council of Governments found no conflicting or duplicating projects within the proposed project area and unanimously approved the State Highway Division's "Notice of Intent" to the U. S. Department of Transportation without any adverse comments or conditions for approval.

If you have any questions pertaining to the Council of Governments' action on the attached "Notice of Intent" or this office may be of further service, please do not hesitate to contact me.

Sincerely yours,



Frank Freeman
Planning Director

FF:cf
Encl.

D 12 APR 14 1971

STATE OF OREGON

INTEROFFICE MEMO

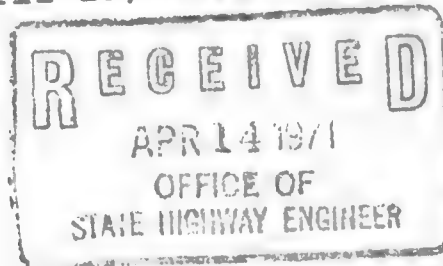
Klaban

DATE: April 13, 1971

TO: R. L. Porter, Highway Engineer

FROM: Federal Aid Coordination Unit
Program Planning Division
301 Public Service Bldg., Salem 97310

SUBJECT: Ladd Canyon Section - Old Oregon Trail
Clearinghouse #71.0127



We have received your Notice of Intent and assigned the file title and number that appear above. It would be helpful if you refer to this number in any future correspondence.

We have distributed copies of your Notice to the appropriate agencies with a request that they reply by

If you have questions or need assistance, please let us know.

4-14-71 REFERRED TO
you
BY ASST. STATE HWY. ENGR

NOTED
TOM EDWARDS
APR 14 1971
F. S. KLABAN

01-125-0013

WOK:mv



Received File Copy
RECEIVED
APR 12 1971

FOR FILING
**OREGON STATE
HIGHWAY DIVISION**

I-80N-6(49)-271

HIGHWAY BUILDING

7671

SALEM, OREGON • 97310
April 9, 1971

TO ALL INTERESTED FEDERAL AGENCIES

Gentlemen:

In accord with paragraph 5 of the Federal Highway Administration Policy and Procedure Memorandum 20-8, attached are Notices of Intent applications to apply for federal-aid assistance.

Federal Aid Interstate

Ladd Canyon Section
Old Oregon Trail Highway
Union County

If your agency needs additional information or wishes to comment on these proposals, please advise the Program and Planning Section, State Highway Division, Salem, Oregon.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young

L. H. Young

Program and Planning Engineer

Attachments

U. S. Dept. of Agriculture, Soil Conservation Service, 1218 S. W. Washington, Portland 97205
U. S. Dept. of Housing, Urban Development, 520 S. W. 6th Street, Portland 97204
U. S. Dept. of Interior, Bureau of Outdoor Recreation, Regional Coordinator,
1002 N. E. Holladay, Portland, Oregon 97232
Federal Aviation Administration, Airport Branch FAA Bldg., Boeing Field, Seattle, Wash. 98108
Bureau of Sports Fisheries & Wildlife, P. O. Box 3737, Portland, Oregon 97208
Corps of Engineers, Portland District 2850 S. E. 82nd Portland, Oregon 97206
Mr. Daniel F. Burroughs, Chief, Portland Field Office, National Park Service,
920 N. E. Seventh Avenue, Portland, Oregon 97232

cc: R. E. Simpson, FHWA
F. B. Klaboe
R. N. Chase
B. L. Gifford

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Ladd Canyon Section
Old Oregon Trail Highway
Union County

April 9, 1971

FROM: Applicant Agency State Highway Division Salem
Contact Person L. H. Young Address
6563
Phone

1. Project requires Emergency Board approval of agency federal fund limitation: Yes.....No ☒ (if "yes", please also submit the information called for on page 3, Notice of Intent)

2. Project Location

Administrative District Thirteen (13) City
County Union Special District(s) (if applicable)
Other affected jurisdictions/agencies.....

3. Federal Program

Common Program Name Federal-Aid Interstate
Authorizing Legislation Title 23, U.S.C. Highways
Public Law No. and Title
Fed. Admin. Dept. of Transportation Original Application ☒
Agency Federal Highway Administration Renewal Application.....

4. Estimated Project Cost

Federal Share	\$ 4,240,000	Source of State Agency Share	
Loan..... Grant ☒			
Local Applicant Share (if any) \$	--	General Fund	\$ --
State Agency Share	\$ 360,000	Other Funds (specify)	\$ 360,000 Highway
Other (Specify)	\$ --	Indirect Cost Reimbursement	
		No ☒ Yes	\$ (Approx)
Total	\$ 4,600,000		

Will Federal share change: No ☒

Yes, from% to.....%

When.....

5. Period Covered by Projects

Beginning date June 1971
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 18 months

Approximate ending date December 1972

Will renewal be requested? Yes No X

6. Estimated Application Filing Date May 15, 1971

7. Project Description - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon*. (Use additional sheets as necessary)

LADD CANYON SECTION, OLD OREGON TRAIL HIGHWAY, Union County (I-80N)

This project consists of preliminary engineering, right-of-way acquisition, grading, paving, structures, and incidental work required to reconstruct the existing two lane facility to a four lane freeway with full control access.

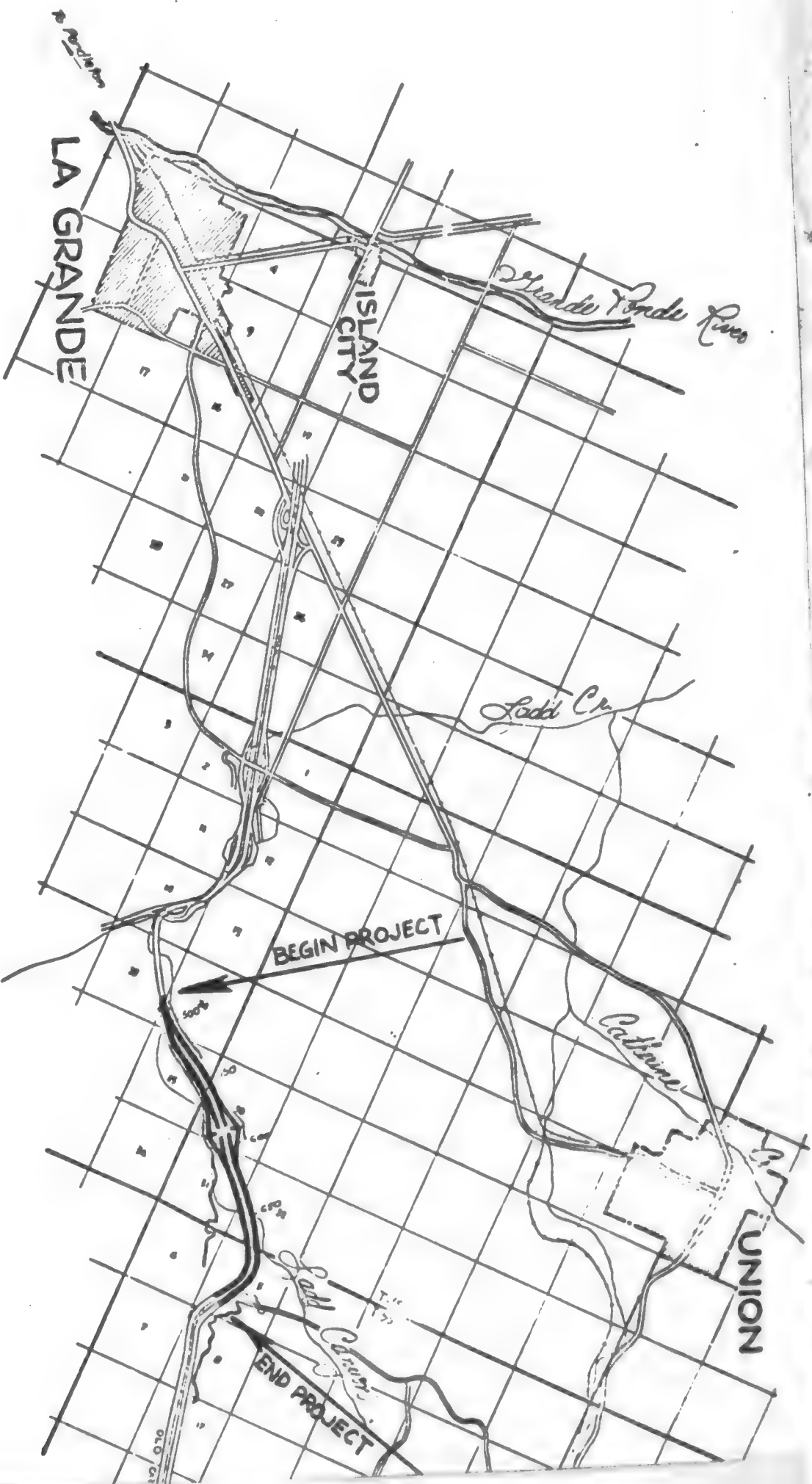
This project is 4.4 miles in length and will be constructed to current Interstate standards with four 12-foot travel lanes with 6-foot inside shoulders and 10-foot outside shoulders. The median will be variable to a minimum of 16-feet. A grade separation structure is proposed at the one Interchange to be constructed.

The existing 1971 ADT is 3,500 and the projected 1991 ADT is 5,600.

This project is related to the "Goals for a Livable Oregon" by the conversion of an existing two lane facility to a four lane freeway thus furthering the completion of the Interstate system within Oregon.

See attached map for Geographical location.

LADD CANYON SECTION
OLD OREGON TRAIL HIGHWAY
UNION COUNTY



RECEIVED
APR 12 1971

FOR FILING

I-80N-6(41) 211
7671

April 9, 1971

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 13

Federal Aid Interstate

Ladd Canyon Section
Old Oregon Trail Highway
Union County

The estimated date of filing for federal-aid funds on this project is May 15, 1971.

This project is being considered to diminish the unemployment situation in Oregon, therefore, we encourage a prompt review and reply.

Attachments

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moshring
W. H. Tebesu
H. S. Cox
B. L. Gifford
R. N. Chase
G. A. Starkey
H. S. Coulter

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

BLG:aw

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Ladd Canyon Section
Old Oregon Trail Highway
Union County

April 9, 1971

FROM: Applicant Agency State Highway Division

Contact Person L. H. Young

Salem

Address

6563

Phone

1. Project requires Emergency Board approval of agency federal fund limitation: Yes.....No ☒ (if "yes", please also submit the information called for on page 3, Notice of Intent)

2. Project Location

Administrative District Thirteen (13) City --

County Union Special District(s) (if applicable) --

Other affected jurisdictions/agencies --

3. Federal Program

Common Program Name Federal-Aid Interstate

Authorizing Legislation Title 23 U.S.C. Highways
Public Law No. and Title

Fed. Admin. Dept. of Transportation Original Application ☒

Agency Federal Highway Administration Renewal Application

4. Estimated Project Cost

Federal Share \$ 4,240,000

Loan..... Grant ☒

Local Applicant Share (if any) \$ --

Source of State Agency Share

General Fund \$ --

State Agency Share \$ 360,000

Other Funds (specify) \$ 360,000 Highway

Other (Specify) \$ --

Indirect Cost Reimbursement

No ☒ Yes \$ (Approx)

Total \$ 4,600,000

Will Federal share change: No ☒

Yes, from % to %

When

5. Period Covered by Projects

Beginning date June 1971
(Original date, if project covers more than one year)

Length of time (weeks, months, or years)..... 18 months

Approximate ending date..... December 1972

Will renewal be requested? Yes..... No.....X.....

6. Estimated Application Filing Date..... May 15, 1971

7. Project Description - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon*. (Use additional sheets as necessary)

LADD CANYON SECTION, OLD OREGON TRAIL HIGHWAY, Union County (I-80N)

This project consists of preliminary engineering, right-of-way acquisition, grading, paving, structures, and incidental work required to reconstruct the existing two lane facility to a four lane freeway with full control access.

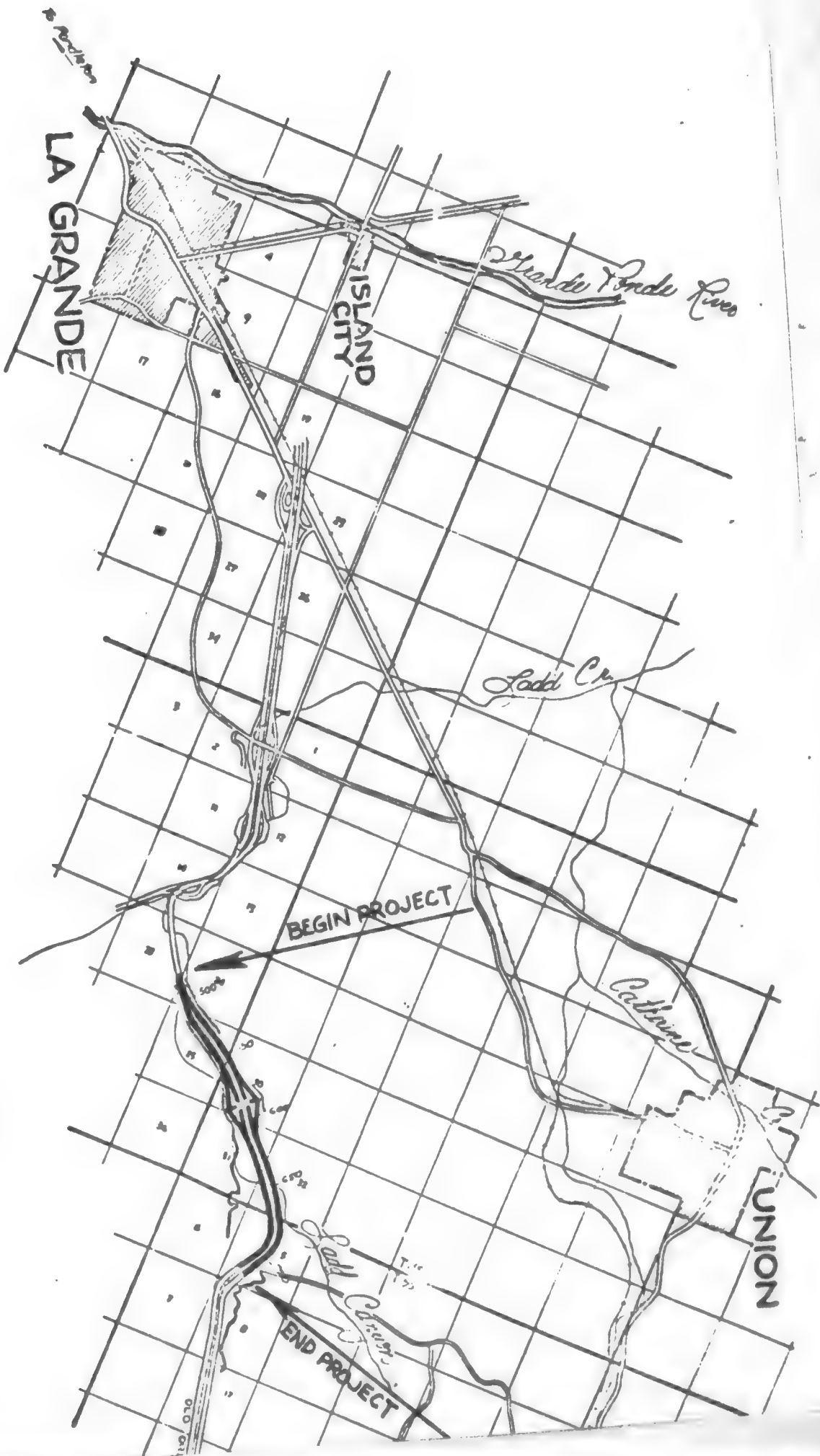
This project is 4.4 miles in length and will be constructed to current Interstate standards with four 12-foot travel lanes with 6-foot inside shoulders and 10-foot outside shoulders. The median will be variable to a minimum of 16-feet. A grade separation structure is proposed at the one Interchange to be constructed.

The existing 1971 ADT is 3,500 and the projected 1991 ADT is 5,600.

This project is related to the "Goals for a Livable Oregon" by the conversion of an existing two lane facility to a four lane freeway thus furthering the completion of the Interstate system within Oregon.

See attached map for Geographical location.

LADD CANYON SECTION
OLD OREGON TRAIL HIGHWAY
UNION COUNTY



RECEIVED
APR 12 1971

FOR FILING

80N-6(49)271
7671

April 9, 1971

Blue Mountain Council of Governments
Union County Courthouse
La Grande, Oregon 97850

Gentlemen:

Attached for your review and comments as District clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal-Aid Interstate

Ladd Canyon Section
Old Oregon Trail Highway
Union County

The estimated date of filing for federal-aid funds on this project is May 15, 1971.

This project is being considered to diminish the unemployment situation in Oregon, therefore, we encourage a prompt review and reply.

Attachments

cc: R. B. Simpson, FHWA
F. B. Klaboe
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
G. A. Starkey
H. S. Coulter

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

BLG:aw

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATIONBox 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

DATE: January 29, 1971

In reply refer to: 08-35-EC

SUBJECT: Design Approval under PPM 20-8

Reference is made to Mr. Young's January 13 letter in which he discusses the above subject as it related to a list of 26 Federal-aid projects. With regard to the first point raised in that letter we concur that a design approval for the construction of a section of highway would include all the elements necessary to complete the improvement even though some may be accomplished later under separate contracts. This remains true, however, only if the elements involved are those normally associated with that type of improvement and the proposed improvement remains essentially the same as that originally approved.

We have examined our records for each of the 26 project sections listed in the above-mentioned letter and concur that either design approval has been given or the project had developed beyond design approval stage prior to the effective date of the current PPM 20-8, and no further action is required except as noted below.

In the North Tigard Interchange - South Tigard Interchange Section the area involving the North Tigard Interchange was excluded from design approval.

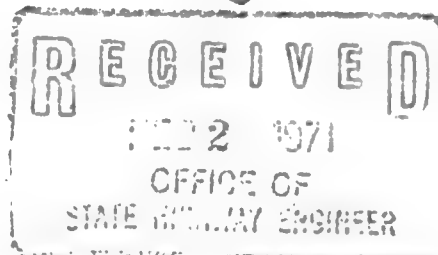
In addition major revisions under consideration at the Haines Road Interchange may require additional design approval.

2-2-71

REFERRED TO

Young
By *Young* State Highway Engineer

NOTED
TOM EDWARDS



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 13 1971

January 13, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Design approval was granted by the Federal Highway Administration for the following projects on the dates as listed; we hereby request your concurrence that this approval included landscaping and other minor work (such as lighting, signing, screening and sound barriers), although this work may be done by separate contract immediately following completion of construction and as financing permits.

The proposed work is stage construction required to complete the sections of highway as scheduled for construction and this anticipated future work is necessary to improve the aesthetics, maintain safety standards and protect the environment.

We further request your concurrence that the requirements of PPM 20-3 were fulfilled in obtaining design approval for the following sections and that the above-mentioned work was included; consequently, no further action is required.

We also request your concurrence that, inasmuch as this work is considered stage construction and no additional right of way is required, the subject projects are exempt from State and Regional Clearinghouse review under paragraph 2b of IM 50-1-70.

We trust the included information is sufficient for you to grant the requested concurrences for the proposed projects.

Richland Interchange-S. Baker Interchange Section, Old Oregon Trail Highway, Baker County — Design approval received on May 13, 1969.

West Fremont Interchange (Unit 2) Section, Stadium Freeway, Multnomah County — Design approval concurred in letter of November 18, 1970.

Mr. R. E. Simpson
January 13, 1971
Page 2

E. Unit, Pendleton-Tadgrat Hill Section, Old Oregon Trail Highway, Wasilla County -- Design approval received April 7, 1969.

Columbia County Line-Burlington Section, Columbia River Highway -- Design approval received November 17, 1969.

N.E. 60th Ave.-Cascade Highway Section, N.E. Portland Highway, Multnomah County -- Design approval received May 27, 1970.

Hayesville Interchange-Battle Creek Section, Pacific Highway, Marion County -- Design approval received March 26, 1970.

Jumpoff Joe Creek-Grants Pass Section, Pacific Highway, Josephine County -- Design approval received Feb. 13, 1970.

Battle Creek-Talbot Road Section, Pacific Highway, Marion County -- Design approval received February 13, 1970.

S. Tigard Interchange-East Portland Freeway Interchange Sec., Pacific Highway, Washington and Clackamas Counties -- Design approval received August 9, 1970.

Jantzen Beach Interchange-Columbia Slough Bridge Section, Pacific Highway, Multnomah County -- Design approvals received July 1, 1970 and August 31, 1970.

Park St.-Tolman Creek Road (Ashland) Section, Green Springs Highway, Jackson County -- Design approval received May 15, 1970.

North Tigard Interchange-South Tigard Interchange Section, Pacific Highway, Multnomah and Washington Counties -- Design approval received August 19, 1970.

Woodburn Interchange-Hayesville Interchange Section, Pacific Highway, Marion County -- Design approval received September 2, 1970.

Mr. R. E. Simpson
January 13, 1971
Page 3

Garden Valley Road-Fairgrounds Interchange Section, Pacific Highway, Douglas County -- Design approval received July 2, 1970.

South Medford Interchange-South Ashland Interchange Section, Pacific Highway, Jackson County -- Design approval received October 26, 1970.

La Grande-Ladd Canyon Section, Old Oregon Trail Highway, Union County -- Design approval received May 13, 1969.

Ladd Canyon Section, Old Oregon Trail Highway, Union County, Design approval received May 13, 1969.

Ladd Canyon-North Powder Section, Old Oregon Trail Highway, Union County -- Design approval received May 13, 1969.

Olds Ferry-North Fork Jacobsen Gulch Section, Old Oregon Trail Highway, Malheur County -- Design approval received May 20, 1969.

North Fork Jacobsen Gulch-North Ontario Interchange Section, Old Oregon Trail Highway, Malheur County -- Design approval received May 20, 1969.

Forest Grove Section, Tualatin Valley Highway, Washington County -- Design approval received July 23, 1969.

Chenawa Road-Mayesville Section, Pacific Highway East, Marion County -- Design approval received December 1, 1969.

Rickreall-Independence Jct. Section, Willamina-Salem Highway, Polk County -- Design approval received January 8, 1970.

Winston-Shady Section, Coos Bay-Roseburg Highway, Douglas County -- Design approval received May 1, 1970.

Bend E.C.L.-Ward Road Section, Central Oregon Highway, Deschutes County -- Design approval received August 13, 1970.

East Fremont Interchange Section (Units "A", "B", "C"), Stadium Freeway Highway, Multnomah County -- Design approval concurred in and received April 16, 1969.

Mr. R. E. Simpson
January 13, 1971
Page 4

Attached for your convenience in identifying the project sections is a copy of our current Tentative Schedule of Contract Lettings.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

DAR:ia

cc: F. B. Klaboe
Frank Hall
R. W. Ellison
R. N. Chase
B. L. Gifford

1-80N-7(36) Nelson Point-Lime Sec., st. 1971
330 Old Oregon Trail, NW of Lime
#7672 (Concrete median barrier const.)

STATE COPY

71672 11-8-73

cc: OSHD (H S Coulter) ✓
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

est

REGION NO. 10	REPORT NO. 12	COUNTY Baker	DIVISION Oregon
DATE OF REPORT 11-8-73	REPORT MADE BY R. A. Nichols, Area Engineer	PROJECT NO. I-804-7(36)330	
COMPLETION DATE 7-14-73	ACCEPTANCE DATE BY CONTRACT AGENCY 8-30-73	TIME ELAPSED 100 %	CONTRACT TIME 525 calendar days
APPROVED EXTENSIONS None	LOCATION Approximately 12.3 miles northwest of Line, Oregon on the Nelson Point-Line Section of the Old Oregon Trail Hwy.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report. Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.

COPY SENT

NOV 09 1973

REGIONAL OFFICE

NELSON POINT-LINE SECTION
OLD OREGON TRAIL HIGHWAY
Median Barrier

Work on this project has been completed in substantial conformance to the approved plans and specifications.

Acceptance is recommended.

11-13-73
cy Coulter
young

NOTED
H.S. COULTER

RECEIVED STATE HWY ENGR							
NOV 13 73							
REFER TO							
FOR							
Info	Inves	R/D	DIR	Sign	Act	File	

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Original signed by R. A. NICHOLS	TITLE R. A. Nichols	SIGNATURE Original signed by E. J. Valach Dist. Engineer	TITLE E. J. Valach
DATE		DATE NOV 09 1973	

7672

September 4, 1973

Hartford Accident & Indemnity Co.
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 98102

Gentlemen:

Contract No. 7672 awarded to Robert J. Lalear for work on the Nelson Point-Line Section of the Old Oregon Trail in Baker County was completed on July 14, 1973, and accepted by the Transportation Commission on August 30, 1973.

Final payment in the amount of \$27,061.83 will be released to the contractor after September 9, 1973. The total contract amount is \$488,051.45 including \$964.93 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

cc Robert J. Lalear
1281 Moore Way
Ontario, Oregon 97914
bc C. T. Keasey
Salt Hart
V. E. Skoog
Attn: Dick Macak
W. E. Schwartz

7672

5

August 30, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7672, Work Completed July 14, 1973

Project Nelson Point-Line

Highway Old Oregon Trail County Baker

Type of Work Concrete Median Barrier

Contractor Robert J. Lzicar

Recommended Acceptance Date August 30, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, for your formal concurrence.

VG:dg

cc C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7672

OREGON STATE HIGHWAY DIVISION			SECTION		WEEK ENDING		
FIELD ENGINEER'S WEEKLY REPORT			Nelson Point-Lime		August 11, 1973		
FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION			HIGHWAY		SECTION PREFIX		
NAME OF JOB Nelson Pt.-Lime Sect.			Old Oregon Trail		601-1079		
CONTRACTOR Robert J. Lzicar			KIND OF WORK Concrete Median Barrier		COUNTY Paker		
DATE OF CONTRACT November 24, 1971			CONTRACT NUMBER 7672		FEDERAL AID PROJECT NUMBER I-80N-7(36)330		
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 2 SUPERVISION			DATE WORK STARTED March 8, 1972		ESTIMATED COMPLETION DATE -		
PROJECT AUTHORIZATION 573,742.50			SPECIFIED WORK DAYS a) 285 cal. Days		WORK DAYS USED 285		
EXCLUSIVE OF ENGINEERING 528,247.50			SPECIFIED CALENDAR DAYS b) 525 cal. Days		CALENDAR DAYS USED 525		
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING 488,051.45			SPECIFIED COMPLETION DATE		PERCENT OF TIME ELAPSED 100%		
ESTIMATED PERCENT OVERRUN UNDERRUN 7.7%			ENGINEERING AUTHORIZATION This week 644.66 ENGINEERING COST TO DATE 42,782.29		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%		
			PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 94%		DATE PROJECT WAS COMPLETED July 14, 1973		
ESTIMATED PERCENT COMPLETE (ROADWORK)							
CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	a)	b)
			Concrete Median				
			11.32			5.96	5.36
			11.32			5.96	5.36
			11.32			5.96	5.36
			60,000 Lin Ft.			32,250 Lin Ft.	27,750 Lin Ft.
			59,760			31,478	28,282
			59,760			31,478	28,282
			-			-	-
			-			-	-
			1			-	1
			4			-	4
EQUIPMENT USED DURING THE WEEK: 1 pickup							
ESTIMATED PERCENT COMPLETE (STRUCTURES)							
BRIDGE NO.						All	
PERCENT						100%	
	Calendar	WEATHER	DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY		
SUNDAY 5	Hot-Clear		0				
MONDAY 6	" "		0				
TUESDAY 7	" "		0				
WEDNESDAY 8	" "		0				
THURSDAY 9	" "		0				
FRIDAY 10	" "		0				
SATURDAY 11	" "		0				

BEN GIFFORD

Routing

Keasey _____

Bold _____

Jackmond _____

Hardt _____

Johnson _____

Walker _____

RECEIVED

AUG 13 1973

CONSTRUCTION SECTION

Pesc _____

Orann _____

Berg _____

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 5	No Activity
MONDAY 6	Refinishing of barriers.
TUESDAY 7	Refinishing of barriers.
WEDNESDAY 8	Refinishing of Barriers.
THURSDAY 9	Completed minor touchup work. Project accepted.
FRIDAY 10	Sent in Third Notification.
SATURDAY 11	No Activity anticipated.
Status of Work: REMARKS	
Complete. Final Weekly Report. Semi Final Estimate and Report submitted 8-2-73.	
SIGNED <u>Curtis H. Duval</u> LOCATION <u>Ontario</u> Curtis H. Duval, Resident Bridge Engineer	

PRIME RESIDENT SUBMIT 3 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

7672

July 25, 1973

NOTED
L. E. JOHNSON

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project No.
I-80N-7(36)330

SUBJECT Request Contract Acceptance

Contract 7672, Work Completed July 14, 1973
Project Nelson Point-Line
Highway Old Oregon Trail
County Baker

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date July 24, 1973

Conditions not acceptable: None

VG:dg

cc F. B. Klaboe ✓
L. H. Young

[Signature]
G. L. Green
Division Engineer

RECEIVED	
STATE HWY ENGR	
AUG 9 73	
REFER TO	
FOR	
1	2
3	4
5	6
7	8
9	10

7672

7-24-73

STATE COPY

cc: OSHD (H S Coulter)
Region
Wash DC

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 11	COUNTY Baker and Malheur	DIVISION Oregon
DATE OF INSPECTION 7/24/73	INSPECTION MADE BY R. A. Nichols, Area Engineer		PROJECT NO. I-80N-7(36)330
IN COMPANY WITH W. E. Schwartz, Regional Engineer, OSHD; Kenneth Allmer, Asst Resident Engr, OSHD.			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

NELSON POINT-LINE SECTION
OLD OREGON TRAIL HIGHWAY
Median Barrier

AUG 14 1973
REGIONAL OFFICE

The project work was complete except for a minor amount of finishing work. This was completed on August 9, 1973.

I recommend the project be accepted.

COPY SENT
AUG 14 1973
REGIONAL OFFICE

NOTED
H.S. COULTER

8-15-73
cy Coulter
young

RECEIVED STATE HWY ENGR						
AUG 15 73						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

76072
cc: OSHD (A E Johnson)
Region
Wash DC

7-24-73
CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

STATE COPY
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

(Check appropriate box) ☐ CONTACT

☐ PROJECT STAGE INSPECTION

☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 11	COUNTY Baker and Malheur	DIVISION Oregon
DATE OF INSPECTION 7/24/73	INSPECTION MADE BY R. A. Nichols, Area Engineer		PROJECT NO. I-80N-7(36)330
IN COMPANY WITH P. Schwartz, Regional Engineer, OSHD; Kenneth Allmar, Asst Bridge Engineer, OSHD			
QUALITY OF WORK * Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100%	WORK COMPLETED 100%

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT

NELSON POINT-LINE SECTION
OLD OREGON TRAIL HIGHWAY
Median Barrier

AUG 21 1973

STATE

The project work was completed in substantial conformance to the plans and specifications.

Acceptance is recommended.

COPY SENT

AUG 21 1973

REGIONAL OFFICE

RECEIVED STATE HWY ENGR						
AUG 22 73						
REFER TO <i>Project</i>						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H. J. COOPER

8-23-73
by *Cooper*

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon
February 2, 1973

SUBJECT: Temporary Installation of
Median Barrier

To: Frank Terpin
Final Design Engineer
Salem, Oregon

Nelson - Point - Lane
SON

In reference to letter dated February 1, 1973 concerning temporary installation of Median Barrier.

The second sentence of paragraph three is in error.

The three barrier that were moved on impact of trailer were not grouted. They had only been aligned with grout dry pack on the four corners.

Curtis H. Duval
Resident Bridge Engineer

By: *K C Allmer*
Kenneth C. Allmer
Asst. Res. Bridge Engr.

cc: W.E. Schwartz
file

2 *H*
Hall
A. Olson
1 *T*
T
A

RECEIVED

DESIGN
SECTION

NOTED
W. E. COLE

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon
February 1, 1973

SUBJECT: Temporary Installation of
Median Barrier

To: Frank Terpin
Final Design Engineer
Salem, Oregon

In reply to your letter to Mr. Schwartz concerning temporary installation of median barrier.

The contractor furnished 12½ foot section for the Nelson Point - Line Section of the Old Oregon Trail Highway. The sections were first placed on 4 double 2 X 4 wedges approximately 6 inches long, one set at each corner. The problems encountered with the 2 X 4's during the summer months, the weight (Approximately 5400 pounds) caused the units to settle, thus creating a problem in rehandling. The Contractor now uses 2 X 6 by 6 inches long wood blocks for original setting and 3" X 3" X 1" grout dobbes when the barrier is placed in final position. Steel washers placed between the dobbies and barrier were used to line barriers vertically. One inch + opening between the asphalt & barrier was necessary for the contractors grouting machine to work efficiently. I would recommend using 2 X 6 wood block for the temporary installation. The roughness of the concrete at the bearing portion of the barrier along with weight pressing the wood block into the asphalt should provide adequate resistance to glancing blows by vehicle tires.

A camp trailer being towed by a car overturned and struck the barrier. Three barriers which were grouted moved (see enclosed picture taken 8-22-72). By indication of skid marks and marks on barrier, the trailer evidently hit the barrier while overturning at the end of the whipping action. Parts of the trailers upper left clearance lights was embeded in the side of barrier. In one area just North of the Dixie Creek Interchange by indications of tire marks, a truck ran on the lower battered face of the barriers for approximately 50 feet. The barriers were setting on wood blocks and did not move. A carbon copy of my letter to Mr. Schwartz along with photographs were sent to Mr. Hart, Bridge Engineer, 8-17-1972. There were other minor incidents of tires hitting barriers with no apparent movement of the barriers.

In checking the existing barriers set on blocks, there is no indication of plugging of open areas with sanding material. Enclosed are two pictures taken on the high side of the super. The Keyway is partially filled at this time but do not anticipate any problems in removing the material. The build up of sanding material at side of barrier could be removed with a street sweeper or broom while in a thawed condition if necessary.

T
↑

If the tongue and grove design for the end condition of the precast median barrier is used, I would suggest the elimination of the horizontal key. This would facilitate removing and placing at a later date. Quite likely the male portion would be broken in rehandling if not in the original placing.



Curtis H. Duval
Resident Bridge Engineer

cc: W.E. Schwartz
file

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon
August 17, 1972

To: W.E. Schwartz
Regional Engineer
La Grande, Oregon

SUBJECT: Nelson Point - Line Section
Old Oregon Trail
Contract No. 7672
Baker County

Please find enclosed seven (7) photographs of tire marks on Concrete Median barrier on subject project. Note that barriers are resting on wood blocks. There was no apparent movement of the barriers from the impact.

The vehicle was traveling west bound and was in transition from a 3° curve to the right into a 6° 30' curve to the left. It would appear that the vehicle rode the barrier for approximately 50 feet.

At first glance picture #3 appears to show the vehicle had ridden the top of the barrier. However, pictures #1, #2, and #4 tend to show that it was the top of the tire rubbing the barrier that left the top mark.

Curtis H. Duval
Resident Bridge Engineer

Encl:

cc: W. Hart (Encl.)
R.A. Nichols (Encl.)
file



(D) 1000000000
(D) 1000000000
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

7672
HIGHWAY BUILDING • SALEM, OREGON • 97310
G. L. Green, Acting Division Engineer • September 26, 1972
XXXXXXXXXXXXXXXXXXXXXXXXXXXXX
DATE

TO

R. E. Simpson, Division Engineer
Federal Highway Administration

FROM

R. D. ASBURY
L. H. Young
Programing Engineer

Federal-aid Project
No. I-80N-7(36)330

SUBJECT

Request Change Order Approval

Contract 7672, Extra Work Order No. 4

Project Nelson Point-Lime

Highway Old Oregon Trail

County Baker

This order covers the cost of removing asphaltic concrete from the 2-inch by 12-inch keyway beneath the concrete median barrier on this project. The contract plans called for a 2" x 12" plank to be in place before paving work was performed on this section of highway, but due to paving of crossovers to handle traffic during the paving operation, the 2" x 12" plank must be recut.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer retroactive to August 24, 1972, the date work started.

Your retroactive approval as of August 24, 1972 is requested.

Attach.

BMW:dg

RECEIVED
JUN 22 1972

FOR FILING

STATE COPY

OSHD

FORM PR-33A (REV. 3-69)		cc: OSHD (Johnson)	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS					
17172		INITIAL INSPECTION REPORT						
(Check appropriate box) ☒ Contact		☐ Project Stage	☐ Statewide Inspection-in-Depth					
Region No. 10	Report No. 1	County Baker	Division Oregon					
Date of Inspection 5-25-72	Inspection Made By C. Jencks, Hwy Engr Trainee		Project No. I-80N-7(36)330					
In Company With R. Nichols, Area Engr, FHWA; and C. Duval, Res Engr, OSHD								
Location Approx. 12.3 miles NW. of Lima, Oregon, on the Nelson Point - Line Section of the Old Oregon Trail.								
Contractor Name and Address Robert J. Lzicar, 1231 Moore Way, Ontario OR 97914								
Award Date 11-24-71	Contract Amount \$499,700.00	Time Allowed (a) 285 (b) 525	Time Started 12-7-71	Work Started 5-8-72				
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed (a) 58.2 (b) 31.6 %	Work Completed none					
Roadbed (Width) (Feet 0. to 0. of shoulders)			STRUCTURES OVER 20-FOOT SPAN					
TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING			TYPE	TYPE CODE NO.	NET LENGTH (Miles)
			THICKNESS		WIDTH (Feet)			
			EDGE (Inches)	CENTER (Inches)				
Concrete median barrier	Y101							
NOTED F. B. KLABOE								
REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)								
*Contract has two sections: (a) Weatherby - Line Section, 285 days; and (b) Bubbs Ranch - Weatherby Section, 525 days.								
6-22-72 Johnson of Young								
NELSON POINT - LINE SECTION OLD OREGON TRAIL HIGHWAY Concrete Median Barrier								
The contract includes the construction and placement of concrete median barriers as designated by the plans plus all incidental work required for this type of work.								
The contractor is precasting the barriers and transporting them to the jobsite. After vertical and horizontal alignment is assured, grout is placed under the barriers. The machine used for grouting operates under a gravity head. The Resident Engineer is confident that this method is working properly by probing the placed grout, and by checking the volume used.								
The EEO requirements are being met, except that no meeting has been held by the contractor to date explaining the policies of the company to his employees. One laborer trainee is working on the job fulfilling this part of the contract provisions.								

(I-8911-7(36)130, 6-16-72)

2

The Resident Engineer may decide to use the Swiss Rebound Hammer in place of cylinders for testing the concrete. Before using the Hammer, he will compare its accuracy with that of the standard compression test.

The work in progress was adjusting the barriers for proper alignment.

Presently there are no upcoming PAs or EWOs anticipated. PA No. 1 has already been submitted and approved by our office. This PA was for a change in the type of reinforcement used in the barriers.

NOTED
F. B. KLABOE



RECEIVED
APR 21 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 17, 1972

TO Memo to the Files

7672

FROM

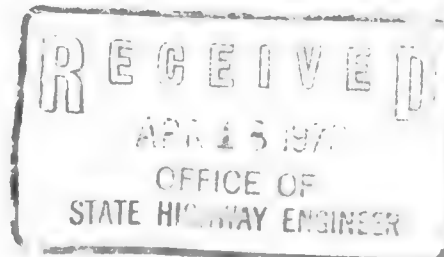
John H. Walker
Quality Control and Training Engineer

SUBJECT Concrete Median Barrier
Nelson Point-Lime Section
Contract No. 7672

Last week on an inspection trip in the Ontario area, we viewed a new plant which was constructing 12-1/2-foot precast median barrier slabs. Attached are two pictures -- one showing the plant, the other showing the completed median barrier section. This plant was somewhat unique in that it employed an extrusion method whereas the concrete was placed in a form, was vibrated and then was actually extruded from the form and pushed along a small roller walkway system to where they were unloaded at a later time.

In order to hold these slabs together in this extrusion method, a zero slump concrete was being employed. There was a considerable amount of early problems in the making of these units, but the contractor has made corrections and the units are now about acceptable. It is thought that the contractor probably could produce about 20 to 25 of these units per day, and that the actual erection on the project will commence within approximately two weeks.

NOTED
A. E. JOHNSON



JHW:fw
Attach.
cc A. E. Johnson

RECEIVED
FEB 22 1972

FOR FILING

SP-23800-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

February 17, 1972

SUBJECT:

To: Mr. C. H. Duval
Resident Engineer

ONTARIO

Revised Concrete Median Barrier
Nelson Point-Line
Old Oregon Trail Highway
Baker County
Contract No. 7672

Attached is a copy of a letter from Frank Terpin regarding a revision to standard drawing no. 2127 as it pertains to the precast concrete median barrier.

I understand the concrete median barrier on your project is to be precast. If so, your contractor will probably want to take advantage of this revision.

Please document the change in plans with a price agreement. This price agreement should also reflect a savings to the State due to a lesser amount of reinforcing steel and easier placement. Our cost department estimates there is a savings in material only of \$0.85/ft. In addition to this, there is a savings on freight and placing costs. The price agreement should reflect a savings of between \$0.85 and \$1.00.

W. E. Schwartz

W. E. Schwartz
Regional Engineer

WES:sh
Attachments

cc A. E. Johnson
F. D. Morgan
W. J. Hart

NOTED
A. E. JOHNSON



MONTHLY TRANSACTION NO.

12-81

STATE COPY
 U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

Form Approved; O.M.B. No. 04-R2089

TE

Oregon

PROJECT REPORT NO.

FEDERAL-AID PROJECT AGREEMENT
 (PPM 21-7)

COUNTY

Baker

PROJECT NO.

I-80N-7(36)330

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N 4.4 mi. S.E. Durkee S.E. 11.10 mi.
 Nelson Point-Line

PROJECT CLASSIFICATION OR CLASS OF WORK

EFFECTIVE DATE
OF AUTHORIZATIONAPPROXIMATE
LENGTH (Miles)

HIGHWAY PLANNING

PRELIMINARY ENGINEERING

RIGHTS-OF-WAY

CONSTRUCTION

OTHER (Specify)

10-27-71

0.00

FUNDS

Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT

FEDERAL FUNDS

\$ 553,850.00

\$ 510,982.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Department)

By

Assistant State Highway Engineer

(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

By

(Division Engineer)

For: R. E. Simpson

Date executed by
Division Engineer

DEC 20 1971

Oregon State Highway Division

Federal-Aid
Project No. I-80N-7(36)330

NELSON POINT-LINE SECTION

OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

Salem, Oregon, December 15, 1971

Project Agreement Estimate.

Type Code Y101

Median Barrier (Sta. 1406+75 thru "EQ" 1467+22.04 = 99+17.93 to Sta. 631+67)

Mobilization	All Required		\$ 7,500.00
Temporary Protection and Direction of Traffic	All Required		11,500.00
Removal of Structures and Obstructions	All Required		8,500.00
Concrete Median Barrier	60,000 lin.ft.	7.85	471,000.00
Median Barrier Connection	1 only		1,200.00
			<u>\$499,700.00</u>
Flagging (60% of Contractors Cost)	All Required		\$ 3,000.00
Trainee	1 only	800.00	800.00
			<u>\$ 3,800.00</u>
	Subtotal		\$503,500.00
	Engr. & Cont.		50,350.00
	Total		<u>\$553,850.00</u>

Length of Project - - - - -	0.00 mile
Federal Funds - - - - -	\$510,982.00
State Funds - - - - -	42,868.00
Total	<u>\$553,850.00</u>

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 601-1075

Prefix - 7672

NONPARTICIPATING - STATE WORK

State Responsibility for Damages

All Required

\$ 2,000.00

RECEIVED
DEC 7 - 1971

FOR FILING

ISCN-7(36)330
7672

December 6, 1971

Mr. Robert J. Isicar
1281 Moore Way
Ontario, Oregon 97914

Dear Mr. Isicar:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7672 for a concrete median barrier on the Nelson Point-Line Section of the Old Oregon Trail in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Hartford Accident & Indemnity Company
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 98102

bc F. D. Morgan
I. D. Merchant
L. E. Young
Attn: Vince Gallagher
E. S. Coulter
Curtis Duval

DECEMBER
NOV 26 1971

FOR FILE

I-80N-7(34)
7672

bc
J. Morgan
L. D. Merchant
L. H. Young
Attn: Vince Gallagher
H. S. Coulter
Durtis Duval
William Geibel (SAIF)

November 24, 1971

Mr. Robert J. Lzicar
1281 Moore Way
Ontario, Oregon 97914

Dear Mr. Lzicar:

Enclosed are three copies of Contract No. 7672 for a concrete median barrier on the Nelson Point-Line Section of the Old Oregon Trail in Baker County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day counts on this contract will begin December 7, 1971.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training". The fourth paragraph of the Special Provision requires that you must receive approval of " . . . the number of trainees to be trained in each selected classification" before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

FORM PR-1240

(Rev. 6-69)

NOV 8 - 1971

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT NO.
1-80N-7(36)330

STATE PROJECT NO.

NELSON POINT-LINE SECTION

FROM:

R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.

1-659

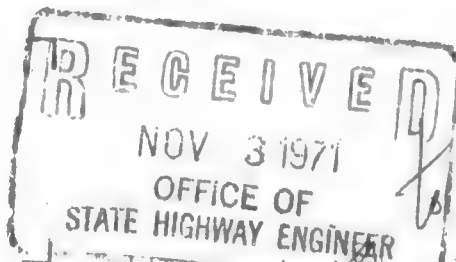
COUNTY NAME

BAKER

PROGRAM STAGE (Check)

☐ 1☒ 2

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED

OCTOBER 27, 1971

DATE AUTHORIZATION EFFECTIVE

OCTOBER 27, 1971

FEDERAL ROUTE NUMBER

INTERSTATE ROUTE 80N

STATE ROUTE NUMBER

OLD OREGON TRAIL ROUTE #6

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF \$3,000.00 AND ON THE JOB TRAINING IN THE AMOUNT OF \$800.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
LOCATION ONLY

ACQUISITION OF RIGHT-OF-WAY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
PREPARATIONCONSTRUCTION - ADVERTISE FOR RECEIPT OF
BIDSOTHER (Specify) CONTRACTOR'S FLAGGING \$3,000.00
ON THE JOB TRAINING 800.00CONSTRUCTION - PROCEED ON AN AGREED PRICE
AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S OCTOBER 26, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED..

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HERewith.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 - "FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

NOTED
TOM EDWARDS

DATE

10-29-71

SIGNATURE OF APPROVING OFFICIAL

TITLE

FOR: R. E. SIMPSON
DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

FORM PR-48
(REV. 7-67)

TRANSACTION NUMBER 10-271 AND 10-272
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT
OREGON
DATE
10-19-71

BY (Signature)
MR. YOUNG'S OCTOBER 14, 1971 LETTER

TITLE
PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS
☒ FAI ☐ FAP ☐ FAV ☐ FAS ☐ OTHERS

OTHER IDENTIFICATION AND/OR REMARKS (Show)

LOCATION

WORK

STAGE 1		STAGE 2		FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (Show)
ITEM NOS.	THRU	ITEM NOS.	THRU		
ITEM NO.	PROJECT NOS.	LENGTH (MILES)	TOTAL ESTIMATED COST		
3	1-5-6(71) 309	0.0	127,000	117,000	JANTZEN BEACH INTERCHANGE LANDSCAPING
659	1-80N-7(36) 330	0.0	690,000	636,500	CONSTRUCT CONCRETE MEDIAN BARRIER

10-19-71

10-26-71

RECEIVED
OCT 22 1971

OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABBE

NOTED
JON EMMES

RECEIVED
OCT 27 1971

80N-7(36)
7172

DATE
SIGNATURE AND TITLE

DATE
SIGNATURE AND TITLE

APPROVED

R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

I-5-6(71)
309
#7673

Jantzen Beach Interchange
Sec., Pacific Hwy., on Hayden
Island (Roadside improvement)

1971

STATE COPY

7673

cc: OSHD(A E Johnson) Region Wash DC Area Engr Christensen		FINAL ACCEPTANCE REPORT (FPM 20-6.1) 3-2-73		U. S. DEPARTMENT OF TRANSPORTATION Federal Highway Administration Bureau of Public Roads	
REGION NO. 10	REPORT NO. 9	COUNTY Multnomah	DIVISION Oregon		
DATE OF REPORT 3/2/73	REPORT MADE BY P. E. O'Neil, Assistant Area Engineer		PROJECT NO. I-5-6(71)309		
COMPLETION DATE 5/31/72	ACCEPTANCE DATE BY CONTRACT AGENCY 2/14/73	TIME ELAPSED 100%	CONTRACT TIME Specified comp. - 5/31/72		
APPROVED EXTENSIONS None	LOCATION Jantzen Beach Inter. on I-5 between Columbia River Bridge and Oregon Slough Bridge.				
*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. *A copy of the State's materials certificate is attached to the Division office copy of this report. Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met. There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.					
REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.					
<u>JANTZEN BEACH INTERCHANGE</u> <u>Roadside Improvement</u>			MAR 08 1973		
REGIONAL OFFICE					
This project provided for the landscaping of the Jantzen Beach Interchange and consisted of furnishing and planting of trees, shrubs, and vines; furnishing and placing topsoil; furnishing and placing sod; and installation of an irrigation system. The original plantings were satisfactorily completed on June 21, 1972. The replacement plantings following the establishment period were completed on December 28, 1972. All of the contract work was completed within the specified time limit. The final cost of the contract items was \$89,441.80, an underrun of 2.27. The total cost of the project including engineering and contingencies was \$102,854.34, an underrun of 5.17. The resident engineer has satisfactorily explained all overruns and underruns. All of the required supporting documents have been submitted and acceptance of this project is recommended.					
RECEIVED STATE HWY ENGR NOTED H. S. SCULTER 3-9-73 cy Constr young					
NOTE: Not applicable for direct federal projects.			ACCEPTED BY BUREAU OF PUBLIC ROADS		
ACCEPTANCE OF PROJECT IS RECOMMENDED			ACCEPTED BY BUREAU OF PUBLIC ROADS		
SIGNATURE P. E. O'Neil / s/ Patrick O'Neil for P. E. Christensen			SIGNATURE Original Signed By VERNON V. CUSACK Acting Division Engineer		
DATE 3-6-73			TITLE Vernon V. Cusack		
Area Engineer			MAR 08 1973		

7673

February 16, 1973

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7673 awarded to Gannon's Landscaping for roadside improvement in Jantzen Beach Interchange Section of the Pacific Highway in Multnomah County was completed on May 31, 1972, and accepted by the Highway Commission on February 14, 1973.

Final payment in the amount of \$2,853.88 will be released to the contractor after February 22, 1973. The total contract amount is \$90,621.64 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

G. J. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

Enc

cc Gannon's Landscaping
9499 S. E. Knight Street
Portland, Oregon 97266

G. T. Keasey
Salt Mart
V. E. Shog Attn: Dick Keasey
L. W. Sullivan

7673

February 14, 1973

TO Oregon State Highway Commission

FROM

F. B. Klebos
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7673 Work Completed May 31, 1972
Project Jantzen Beach Interchange
Highway Pacific County Multnomah
Type of Work Roadside Improvement
Contractor Gannon's Landscaping
Recommended Acceptance Date February 14, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on March 6, 1973 for your formal concurrence.

VG:dg

cc G. H. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart
H. S. Coulter

(D) RECEIVED
JAN 10 1973

FOR FILING

7673

RECEIVED STATE HWY ENGR						
JAN 18 '73						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

January 9, 1973

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: L. H. Young
Programing Engineer

Federal-aid Project No.
I-5-6(71)309

SUBJECT: Request Contract Acceptance

Contract 7673, Work Completed May 31, 1972

Project Jantzen Beach Interchange

Highway Pacific

County Multnomah

Establishment Period Ended January 5, 1973

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date January 4, 1973

Conditions not acceptable: None

G. L. Green
Division Engineer

VG:dg

cc F. B. Klaboe
L. H. Young



7673

FORM E-1 (REV. 10-69)		SECTION		WEEK ENDING			
OREGON STATE HIGHWAY DIVISION		Jantzen Beach Interchange		January 5, 1973			
FIELD ENGINEER'S WEEKLY REPORT		HIGHWAY		SECTION PREFIX			
FOR CONSTRUCTION PROJECTS ONLY		Pacific		626-1052			
CONSTRUCTION AND BRIDGE SECTION		COUNTY		Multnomah			
NAME OF JOB		KIND OF WORK		FEDERAL AID PROJECT NUMBER			
Jantzen Beach Interchange		Roadside Improvement		I-5-6(71)309			
CONTRACTOR		CONTRACT NUMBER		COMPLETION DATE			
Gannon's Landscaping		7673		December 28, 1972			
DATE OF CONTRACT		DATE WORK STARTED		WORK DAYS USED			
November 24, 1971		December 7, 1971		CALENDAR DAYS USED			
AVERAGE FORCE ON PROJECT FOR THE WEEK:		SPECIFIED WORK DAYS		PERCENT OF TIME ELAPSED			
MEN: 0 SUPERVISION: 0		SPECIFIED CALENDAR DAYS		100%			
PROJECT AUTHORIZATION: 108,402.00		SPECIFIED COMPLETION DATE		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST			
EXCLUSIVE OF ENGINEERING: 98,940.60		May 31, 1972		100%			
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 94,490.87		ENGINEERING AUTHORIZATION 9,468.00		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION			
ESTIMATED PERCENT: ~~XXXXX~~ 4.5 %		ENGINEERING COST TO DATE 8,991.22		100%			
UNDERRUN		PERCENT OF AUTHORIZATION 95 %		DATE PROJECT WAS COMPLETED:			
				December 28, 1972			
ESTIMATED PERCENT COMPLETE (ROADWORK)							
CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Irrigation 100	Planting 100
		GRADING		SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY 0							
HOURS PER SHIFT 0							
EQUIPMENT USED DURING THE WEEK:							
None							
ESTIMATED PERCENT COMPLETE (STRUCTURES)							
BRIDGE NO.							
PERCENT							
WEATHER							
WORK DAYS CHARGED							
HOURS DELAY							
CAUSE OF DELAY							
SUNDAY							
MONDAY 1 Cloudy							
TUESDAY 2 Mostly Cloudy							
WEDNESDAY 3 Cloudy							
THURSDAY 4 Fair							
FRIDAY 5 Snow Showers							
SATURDAY							

K
J
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	-
MONDAY Jan 1	No work.
TUESDAY Jan 2	No work.
WEDNESDAY Jan 3	No work.
THURSDAY Jan 4	No work.
FRIDAY Jan 5	No work.
SATURDAY	-

REMARKS

Final inspection conducted by C.O. Fredrickson, Assistant Metropolitan Engineer, Roy Olson, Salem Landscape, Pat O'Neil & Dave Noyes, FHWA, Resident Engineer and Contractor. Project accepted January 4, 1973, also day of inspection.

Post Semi-final to be submitted Jan. 8, 1973.

Final Weekly Report.

Constr. (2) ✓
FHWA
Landscape
Div
Files

SIGNED

Vernon F. Butser

LOCATION

Vernon F. Butser, Res. Eng'r

Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

From OSHD (A. E. Johnson)

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

Region Wash DC AS Christensen		CONTACT ☐ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION ☒	
REGION NO. 73 10	REPORT NO. 8	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 1/4/73	INSPECTION MADE BY P. E. O'Neil, Assistant Area Engineer		PROJECT NO. I-5-6(71)309
IN COMPANY WITH *See below			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

*In company with: C. O. Fredrickson, Asst Metro Engr, OSHD
Vern Dutser, Resident Engineer, OSHD
Roy Olsen, Landscape Dept., OSHD
D. L. Noyes, Highway Engineer Trainee, FHWA
Paul Cannon, Contractor

JAN 16 1973

REGIONAL OFFICE

JANTZEN BEACH INTERCHANGE
Landscaping

NOTED
A. E. JOHNSON

The original plantings were satisfactorily completed on June 21, 1972. The replacement plantings following the establishment period were completed on December 28, 1972. The contract work was completed within the specified completion time.

The materials reports were reviewed as the project progressed and were found to be in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

RECEIVED STATE HWY ENGR	
JAN 17 '73	
REFER TO	
FOR	
Info	Act
Sc. L.	Dir
Eng	Dist
Plan	File

NOTED
E. B. KLABOE



RECEIVED
SEP 23 1972

FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

7673
HIGHWAY BUILDING

SALEM, OREGON • 97310

DATE September 22, 1972

TO

G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-5-6(71)309

FROM

L. H. Young
Programming Engineer

SUBJECT

Request Change Order Approval

Contract 7673 . State Force Order No. 2 Supplemental
Project Jantzen Beach Interchange
Highway Pacific
County Multnomah

This supplemental Order covers the cost of furnishing additional water for irrigation of the plantings on this project. Additional water is required due to the extended dry period of this summer season. The plant establishment period does not end until November 15, 1972.

Copies of the Engineer's letter of explanation are attached.

This original Order for this work was approved at concurrence of award of this contract November 24, 1971.

Your approval retroactive to November 24, 1971 is requested.

BMW:bb
Attach.

RECEIVED
JUL 11 1972

FOR FILING

STATE COPY

FORM PR-338 (REV. 3-68)		cc: OSHD (A E Johnson) Region Wash DC Area Engr Christianson		U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	
CONSTRUCTION INSPECTION REPORT (PPM 20-6.1)				Semi- ☒ Final Inspection	
(Check appropriate box) ☐ Contact ☐ Project Stage Inspection					
Region No. 10	Report No. 7	County Multnomah	Division Oregon		
Date of Inspection 6/20/72	Inspection Made By C. Jencks, Highway Engineer Trainee		Project No. I-5-6(71)309		
In Company With See Below					
Quality of Work* Satisfactory		Progress of Work Satisfactory		Time Elapsed 100 %	Work Completed 100 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

(*Not applicable for all Contracts.)

JANTZEN BEACH INTERCHANGE
Landscaping

COPY SENT

JUL 05 1972

REGIONAL OFFICE

In company with:

FHWA - P. E. O'Neil, Asst Area Engr
OSHD - D. Swan, Construction Engineer, Metro
V. Butzer, Resident Engineer, Metro
H. Spooner, Landscaping Architect, Salem
Contractor - P. Gannon

7-7-72

al

cc Gannon

This inspection was made as a followup to the inspection on 6/14/72, Report No. 6. The deficiencies noted previously were for replacement planting and weeding.

The Mentor Barberry on the median area were replaced with just a few exceptions. Other replacement planting is still required especially the State Hybrid Bearberry which has had a high fatality rate. The project will be accepted by the OSHD as soon as the resident engineer verifies that the replacement planting has been accomplished. (Received copy of letter from V. Butzer, Res Engr, to D. Swan, Metro Construction Engr, dated June 23, 1972 verifying that replacement planting of Bearberry and State Hybrid Bearberry was completed on June 21, 1972.)

It was noted on the project's east side that sprinklers along the walkway have full-circle sprinkler heads. In their full swing, the sprinklers also cover the walkway. The OSHD personnel agreed that their operation will have to be done during early morning hours when pedestrian traffic is light or non-existent. It would seem that the design was made without considering the walkway.

FHWA personnel will make monthly contact inspections during the establishment period. When the establishment period is completed on November 15, 1972, an FHWA Final Inspection will be made.

NOTED
A. E. JOHNSON

NOTED
JOM FOWARDS

RECEIVED
JUL 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 12 1972

STANDARD

FILED: OSHD (AE Johnson) 3-24-72
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS **CBT**

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

☐ Final Inspection

Area Eng. Organization
(Check appropriate)
Region No.

Project Stage Inspection

Division

Date of Inspection

Report No.

County

Project

In Comp. by

C. Jencks, Highway Engineer Trainee

I-5-6(71)309

Quality of Work
Y. C. Hill, Asst Area Eng; V. Hutsar, Res Eng, OSHD.

Time Elapsed

Work Completed

64

47

Report to include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

(*Not applicable for all Contracts.)

JANET M. HILL, J. H. JOHNSON
Inspector, Eng

4-10-72
Johnson

NOTED
A. E. JOHNSON

1. Scope of Inspection:

During this landscape stage inspection, a review of the job site was conducted and the project files were checked.

2. Summary of Findings:

The inspection revealed an adequate engineering staff and that the job was being constructed in reasonably close conformity with the contract requirements. The files checked were in order including the REO file. Presently there are no violations employed by the contractor.

3. Work in Progress:

At the time of the inspection the contractor had one foreman, one trencher, and one laborer working on the site. The work observed was the excavation of trenches for irrigation pipes and the painting of sprinkler heads.

4. Work Completed:

The completed work observed included portions of the irrigation system, the planting beds, and the plants and shrubs.

COPY SENT

APR 5 1972

REGIONAL OFFICE

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.

12-59

PROJECT REPORT NO.

#7673 4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATIONFEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

12-14-71

STATE

Oregon

COUNTY

Multnomah

PROJECT NO.

I-5-6(71)309

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Interstate Bridge South 0.28 miles
Jantzen Beach Interchange Section

PROJECT CLASSIFICATION OR CLASS OF WORK

EFFECTIVE DATE
OF AUTHORIZATIONAPPROXIMATE
LENGTH (Miles)

HIGHWAY PLANNING

PRELIMINARY ENGINEERING

RIGHTS-OF-WAY

CONSTRUCTION

OTHER (Specify)

10-27-71

0.00

FUNDS

Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT

\$ 104,148.00

FEDERAL FUNDS

\$ 96,086.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

(Division Engineer)

For: R. E. Simpson

Date executed by
Division Engineer

DEC 14 1971

Oregon State Highway Division

Federal Aid
Project No. I-5-6(71)309

JANTZEN BEACH INTERCHANGE SECTION

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, December 8, 1971

Project Agreement Estimate.

Type Code Y003

Roadside Improvement (Sta. 84+00 to Sta. 97+10)

Temporary Protection and Direction of
Traffic

	All Required		\$ 500.00
Furnishing and Placing Topsoil	500 cu.yd.	4.00	2,000.00
Furnishing and Planting Shrubs	3,800 only	4.50	17,100.00
Furnishing and Planting Vines	18,300 only	0.35	6,405.00
Bark Mulch	150 unit	35.00	5,250.00
Sod Lawn	All Required		24,360.00
Irrigation System	All Required		35,825.00

\$ 91,440.00

Flagging (60% of Contractor's Cost)
Temporary Erosion Control
Install Water Meter
Irrigation Water (\$308 mo. for
5 mo.)

All Required	\$ 100.00
All Required	100.00
All Required	1,500.00
All Required	1,540.00

Subtotal \$ 94,680.00
Engr. & Cont. 9,468.00

Total \$104,148.00

Length of Project - - 0.00 mile

Federal Funds - - - - -	\$ 96,086.00
State Funds - - - - -	8,062.00
Total	\$104,148.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7673

Prefix - 626-1052

RECEIVED
DEC 9 - 1971

FOR FILING

I-5-6(71) 307
7673

December 9, 1971

Cannon's Landscaping
9659 S. E. Knight Street
Portland, Oregon 97266

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7673 for roadside improvement
on the Jantzen Beach Interchange Section
of the Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Company
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Merchant
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
Vernon Butzer
Roy Olson

RECEIVED
NOV 26 1971

FOR FILE

I-5-6(71) 307
7673

bc F. D. Morgan
I. D. Merchant
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
Vernon Butzer
Roy Olson
William Geibel (SAIF)

November 24, 1971

Gannon's Landscaping
9659 S. E. Knight Street
Portland, Oregon 97266

Gentlemen:

Enclosed are three copies of Contract No. 7673 for roadside improvement on the Jantzen Beach Interchange Section of the Pacific Highway in Multnomah County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is May 31, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

k1
Enclosures

FORM PR-1240
(Rev. 6-68)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL AID PROJECT NO.

1-5-6(71)309

STATE PROJECT NO.

JANTZEN BEACH INTERCHANGE

COUNTY NAME

MULTNOMAH

PROGRAM STAGE (Check)

☐ 1 ☒ 2

D E C LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM:

R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.

1-658

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

*orig
Young
11-2-71*

L

DATE PS&E APPROVED

OCTOBER 27, 1971

DATE AUTHORIZATION EFFECTIVE

OCTOBER 27, 1971

FEDERAL ROUTE NUMBER

INTERSTATE ROUTE 5

STATE ROUTE NUMBER

PACIFIC HIGHWAY No. 1

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF \$100.00; INSTALL WATER METER AND FURNISH IRRIGATION WATER IN THE AMOUNT OF \$3,040.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF \$100.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION CONTRACTOR'S FLAGGING \$100.00

☒ OTHER (Specify) INSTALL WATER METER AND FURNISH WATER 3,040.00
TEMPORARY EROSION CONTROL 100.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

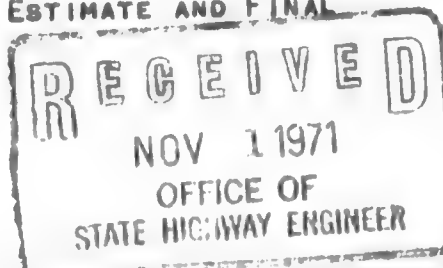
MR. YOUNG'S OCTOBER 26, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

NOTED
TOM EDWARDS

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HERewith.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 - "FINAL ESTIMATE AND FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.



DATE

10-29-71

SIGNATURE OF APPROVING OFFICIAL

[Signature]

TITLE

DIVISION ENGINEER

RECEIVED
OCT 27 1971

Form FHWA-121 (12-67)
FOR UNITED STATES GOVERNMENT

Memorandum

I-5-6(-)309

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(-)309
Jantzen Beach Interchange Section

I concur that the landscaping of the subject project section represents the final stages of the reconstruction of this portion of Interstate highway and as such is considered as having developed beyond the design approval stage prior to January 14, 1969, the effective date of our current PPM 20-8. For this same reason I also concur that no further action is required under PPM 20-8, IM 80-1-70 and PPM 90-1 for the subject landscaping project.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

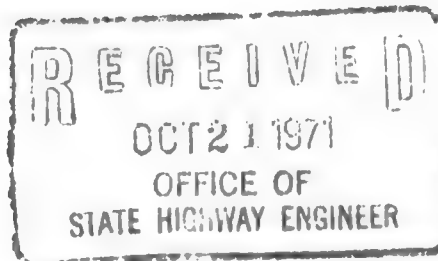
DATE: October 19, 1971

In reply refer to: 08-35-EC

Kushner

RECEIVED TO

Young
10-26-71



NOTED
JIM EDWARDS

NOTED
F. B. KLABOE



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-48
REV. 7-67

TRANSACTION NUMBER 10-271 AND 10-272

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATE HIGHWAY DEPARTMENT
OREGON

DATE
10-19-71

BY (Signature)

MR. YOUNG'S OCTOBER 14, 1971 LETTER

TITLE

PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS

☒ FAI

☐ FAP

☐ FAV

☐ FAS

☐ OTHERS

STAGE 1

ITEM NOS. THRU

STAGE 2

ITEM NOS. 658 THRU 659

ITEM NO.

PROJECT NOS.

LENGTH (Miles)

TOTAL ESTIMATED COST

FEDERAL FUNDS

OTHER IDENTIFICATION AND/OR REMARKS (Specs)
LOCATION

WORK

58

1-5-6(71) 309

0.0

127,000

117,000

JANIZEN BEACH INTERCHANGE

LANDSCAPING

659

1-80N-7(36) 330

0.0

690,000

636,500

NELSON POINT-LINE SECTION

CONSTRUCT CONCRETE
MEDIAN BARRIER

10-19-71

10-26-01

Young

NOTED
F. B. KLADUE

RECEIVED
OCT 22 1971

OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS (OVER)

RECEIVED
OCT 27 1971
FOR FILING

1-5-6(71) 309
7673

DATE

SIGNATURE AND TITLE

DATE

10-19-71

APPROVED

SIGNATURE AND TITLE
R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

RECEIVED
OCT 14 1971

FOR FILING

I-5-6 (71) 309
7673

October 14, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for two Interstate Projects, Items 658 and 659, which we desire to have included in the Federal-aid Interstate Highway Program.

It is our intention to receive bids for these two projects on November 18, 1971.

The work under these two projects is considered stage construction based on the fact that they are part of the work necessary to complete these sections to Interstate standards.

Data concerning requirements of FPM 20-8, FPM 90-1 and IM 90-1-70 was previously submitted for these sections under Projects I-5-6(69), I-80H-7(29) and I-80H-7(30).

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

JG:bb

Enclosures

MONTHLY TRANSACTION NO.				FORM PR-1 (REV. 4-61)			
DATE SUBMITTED TO W. O.				October 14, 1971			
				FEDERAL - AID (PP)			

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) I-5 Interstate Bridge South 0.28 miles	ADT	PRESENT 69,200	FUTURE 92,000
-----------	------------------------	---	------------	-----------------------	----------------------

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Landscaping	NATL. FOREST	FH ROUTE NO.	SUPV AGENCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. A.
-----------	--	--------------	--------------	-------------	-------------	---------	------------	--------

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME
	NAME OF URBAN AREA Portland	ROUTE NO. I FEDERAL - I-5

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	ESTIMATED PROJECT FEDERAL FUNDS
1	(14-15)	(16)	41	42	43	48	53		(54) (55) (56)	(57) (58)
5					PE		I-5 Interstate Bridge South 0.28 miles to N. Portland Harbor Bridge			
5					ROW		"Jantzen Beach Interchange Section"			
5					CONST (CODE)					
					Y-003			0.0	127,000	117,000
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.0	127,000	117,000
1	14	PROGRAM APPROVAL DATES						(16)	(23) (24)	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADSFEDERAL - AID PROGRAM DATA
(PPM 21-1)

14, 1971

ADT		PRESENT 69,200	FUTURE 92,000	YEAR 91	REGION 08	STATE NAME Oregon		STATE CODE 35	APPN CODE 042	ITEM NO. 658
ADT		(66)	(70)(71)(72)					(12)	(13)(14)	(15)(16)
ADCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER			I. Projects Only		
					PREFIX LETTER (5)	NUMBER	SEQ. NO.	POST MI. DESIG.		
						I- 5-6 (71)		309		
			(71)(72)	(73)(74)	(75) 14	23 7	13	(24)	(25)	27
COUNTY NAME					Multnomah		CODE 051 (114)(115)	PROGRAM STAGE		
ROUTE NO. I					FEDERAL-AID I-5	STATE U.S. I-5	(36)(37)	☐ 1 OR ☒ 2		
ESTIMATED PROJECT COST BY PHASES										
MILES	TOTAL ESTIMATED COST		FEDERAL FUNDS		STATE FUNDS		OTHER FUNDS		CHARACTER OF PROPOSED WORK (Full description)	
(4)	(58)(59)	(66)(67)	(70)						Landscaping consisting of planting trees, shrubs and vines; furnish & place topsoil; furnish & place sod; install irrigation system. ROW - 142' min; Access Control - full; Parking Restrictions - Complete.	
0.0	127,000		117,000		10,000					
0.0	127,000		117,000		10,000					
REMARKS										
Additional Data: Item 621, Project I-5-6 (69) 309										
(Over)										

USCOMM DUSCOMM-DC 48908-P61

Remarks Cont. :

This project is considered stage construction as part of the work necessary to complete this section to Interstate Standards. The main roadway construction is being accomplished under Project I-5-6(69) 309.

Data concerning requirements of PPM 20-8, PPM 90-1 and IM 50-1-70 for this Interstate Section was submitted under Project I-5-6(69) 309

Information for 37-B: On R/W-1, R/W-F, Sanitary Facilities-N.

RECEIVED
OCT 12 1971

FOR FILING

I-5-6(71) 817
7673

October 11, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Admin.
P. O. Box 300
Salem, Oregon 97308

Jantzen Beach Interchange Eas.
Project I-5-6(-)309
Landscaping
Pacific Highway I-5
Multnomah County

Dear Sir:

We hereby request your concurrence that the subject "Landscaping" Project had received design approval prior to January 14, 1969 as an integral part of the overall design for the section, as landscaping is normally considered an essential part of Interstate highway design.

Your memorandum of May 14, 1970 confirmed the fact that the development of this section had proceeded beyond the design approval stage prior to January 14, 1969 (copy enclosed), and thus inferring that design approval, by various individual FWA actions, had been granted prior to January 14, 1969.

We further request your concurrence that no further action is required under FPM 20-6, IM 50-1-70 and FPM 90-1 for the subject "Landscaping" Project. This request is based on the fact that the work is within the existing right-of-way and that design approval had been granted prior to January 14, 1969.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

MHC:dy
Enc.

cc R. L. Porter
Tom Edwards
P. B. Klaboe
L. H. Young
P. L. Hall
R. W. Chase
B. L. Gifford

EHS-T-5025 Cascade Hwy. at Pearl St. & 1971
(25) Warner-Milne Rd. (Oregon City)
#7674 (Traffic signals)

Q4A 4328 - 10 - 12 - 71

OREGON STATE HIGHWAY DIVISION

Form A-191-(7-66)
SP-33422-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:

City of Oregon City

City Hall

Oregon City, Oregon 97701

Attention of

Mr. Alfred Simonson

City Manager

Request No. (assigned by staff
engineer or head of division)

cc-1457

Date

November 25, 1974

Payer's Order No. (if any)

Department Order No. (if any)

(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5025(11) and EHS-T-5025(15)
Cascade Highway at Pearl Street and Warner Milne Road
City of Oregon City

Covered by Agreement dated October 11, 1971
Contract No. 7674

Itemized Statement:

CLR-DT File No. 502515

Advance Deposit \$7,600.00

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	\$7,600.00	
		Amount Previously Transferred	6,600.00	\$1,000.00
		City Costs per Attached Sheet	\$6,706.04	
		Less Amount Previously Transferred	6,600.00	106.04
		To Be Refunded to City		\$ 893.96

If payer has made payment for this
service, indicate the amount of payment.

\$

Credit distribution:

3-0604-299

\$106.04

If payer has made a deposit with the Department to
guarantee payment, indicate the amount of the deposit.

\$ 7,600.00

Submitted by:

Gary E. Zehner
Gary E. Zehner

Is this a partial or final request for billing?

Final

Approved:

☒ ENGR. ☒ ASST. ☒ OE ☒ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☐ RPE ☐

Division Engineer

If there have been any previous requests for
billing in connection with this same service,
indicate the total amount of all previous requests.

\$ 6,600.00

Approved:

Give the number of the last previous request
in connection with this same service.

cc-1332

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS

DATE: November 25, 1974

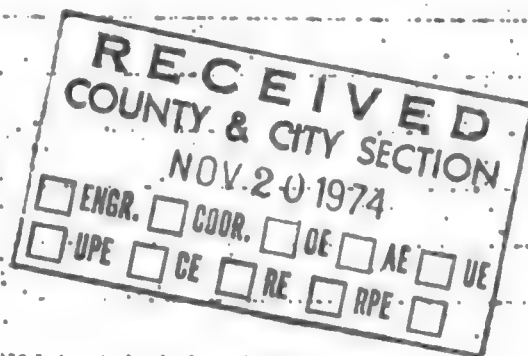
CITY Oregon City Contract No. 7674 Date Completed Nov. 9, 1972
 PROJECT # EHS-T-5025(15) Section Cascade Highway at Pearl Street and
T-5025(11) Warner Milne Road

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering	\$ 2,463.45
Payments to Contractor	27,070.40
SFO No. 1 Permanent Traffic Lines	347.25
SFO No. 2 Permanent Signing	238.34
Construction Engineering	4,294.96
Total Project Cost	\$34,414.40
Federal Aid Funds Collected	21,002.31
Amount to be Shared by City and State	\$13,412.09
City Share per Agreement dated October 11, 1971	6,706.04
50% of \$13,412.09	7,600.00
City's Advance Deposit - December 22, 1971	
Balance to be Refunded to City	\$ 893.96

Reference: Billing Form cc-1457

	Cont.#	Prefix	Description	F.A. Funds	Date
F-156 (19)	7343	3-1008	Aldec Cr. Wildwood Section	2390,526.37	11-13-74
F-157 (13)	7739	15-1053	5th St. - Oak St. (Phoenix) Section	110,807.61	11-13-74
F-222 (7)	7492	2-1074	Gallatly Summit Section	737,060.72	11-13-74
HS-S-130 (4)	7817	511-1074 G.1	Scotts Canyon Cr. (Mikkalori) Bridge	20,409.11	11-13-74
HS-RS-264 (6)	7884	103-1025	Clear Creek Bridge Section	81,503.58	11-13-74
S-437 (2)	7817	511-1074 G.2	Juipie Canyon Cr. (Alex) Bridge	17,534.41	11-13-74
S-587 (2)	7630	531-1073	Grande Ronde River Bridge Section	90,096.91	11-13-74
E-80N-2 (34) 35	6976	626-1079 611-1073 G.1	Bonnaville - Heat River Co. Line Section	5,323,704.62	11-13-74
HS-T-80N-4 (24) 134	7818	611-1072 G.1	Arlington Section	46,248.17	11-13-74
E-80N-6 (22) 256	P.E.	631-1984	La Grande Bypass Section	331,992.52	11-13-74
HS-T-80N-6 (25) 256	7818	611-1072 G.2	La Grande Section	14,920.94	11-13-74
80N-7 (15) 320	6729	601-1058	Oxman - Bubbs Ranch Section	3,867,349.28	11-13-74
E-80N-7 (36) 330	7622	601-1075	Nelson Point - Line Section	492,011.09	11-13-74
HS-T-80N-7 (38) 345	7818	611-1072 G.3	Line Section	23,858.04	11-13-74
T-5005 (2)	7558	9-0602	S. 3rd St. & Wilson Ave. (Bend)	10,462.30	11-13-74
HS-T-5015 (15)	7674	3-0607	Cascade Hwy @ Pearl St. & Werner M. Inc. Rd.	19,493.73	11-13-74
F-5028 (1)	7622	24-0602	Mission St. S.E. @ 25th St. S.E. (Salem)	261,855.03	11-13-74



(MEMORANDUM)

Final Voucher

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATIONVOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE
FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED
(PPM 30-6)

U.S.D. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

PAID BY

(For use of Paying Office)

APPROPRIATION

THE UNITED STATES, DR., TO (Insert official or depository named in project agreement)

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, Oregon

STATE Oregon

FEDERAL AID PROJECT NO.

EHS-T-8025(15)

VOUCHER PERIOD:

FROM

11-2-71

TO

9-20-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-
MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTI- CIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
Gr 1 29,287.55	28,104.25	63.59%	17,871.49	17,871.49	0.00	
Gr 2 2,663.40	2,551.40	63.59%	1,622.44	1,622.44	0.00	
31,950.95	30,655.65	63.59%	19,493.93	19,493.93	0.00	

RECEIVED DIVISION OFFICE

FIELD AUDIT MADE

PASSED FOR PAYMENT

BY

DATE

BY

DATE

BY

DATE

REMARKS

Oregon
\$0.00

V.E.Skoog, Controller

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	<u>Cascade Highway @ Pearl Street & Warner Milne Road</u>					
	<u>(Oregon City) Section - Clackamas County</u>					
	Construction					
	Type Code 2031					
	Traffic Signals (M.P. 1.28 & 2.20) Contract 7674					
	Final Contract Payment Summary		Lump Sum		\$29,919.55	
	SFO#1 Permanent Traffic Lines		All Required		347.25	
	SFO#2 Permanent Signing		All Required		238.34	
	Total Construction Cost				\$30,505.14	
	Group 1				\$27,933.29	
	Group 8				2,566.85	
	Construction Engineering					
	State		All	All Required	\$ 3,050.51	
	Group 1				\$2,775.96	
	Group 8				274.55	
	Liquidated Damages					
	Final Contract Payment		Lump Sum		\$(2,900.00)	
	Group 1				\$(2,610.00)	
	Group 8				(290.00)	
	Total Participating Cost				\$30,655.65	
	Non-Participating Items					
	Final Contract Payment Summary		Lump Sum		\$ 1,981.95	
	SFO#3 Credit for Work Performed for Others				(1,981.95)	
	Construction Engineering		All Required		1,244.45	
	Interest Paid to Contractor		All Required		50.05	
	Group 1				\$ 1,183.30	
	Group 8				112.00	
	Total Non-participating Cost				\$ 1,295.30	
	Total Cost				\$31,950.95	
	AMOUNT CARRIED FORWARD.....					

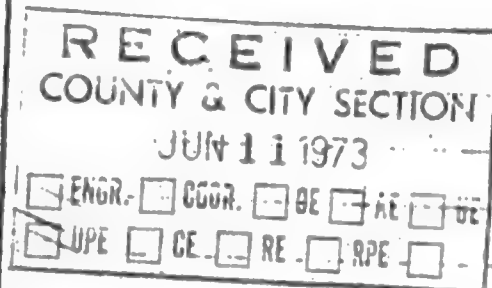
Summary of Completed Federal Aid Work

Cascade Hwy. @ Pearl St. & Warner Milne Road (Oregon City) Section

EHS-T-5025(15)

<u>Description</u>	<u>Type Code</u>	<u>Total Cost</u>	<u>Fed. Aid Funds</u>	<u>Total Length</u>
Traffic Signal (Gr 1) (M.P. 1.28 & 2.20)	Y031	\$29,287.55	\$17,871.49	0.00 mile
Concrete Sidewalks (Gr 8) (M.P. 1.28 & 2.20)	Y031	<u>2,663.40</u>	<u>1,622.44</u>	<u>0.00 mile</u>
TOTAL		\$31,950.95	\$19,493.93	0.00 mile

F.A. No.	Cont.#	Prefix	Description	F.A. Funds	Date
F-102 (13)	7467	33-1003	Map. Lytle Grade Summit	1,176,227.63	3/22/73
F-318 (12)	7531	26-1038	Vista Ridge Tunnel	41,845.29	
I-80N-2(42) 39	7545	614-1070	Multnomah Co. Line E. Cascade Locks	112,309.03	
I-80N-3(61) 71	7654	633-1004	Memaloose Safety Rest Area	6,668.35	
T-5007 (1)	7553	2-0603	N.W. Walnut Blvd - N.W. Salt Ave	36,190.94	
T-5023 (2)	—	23-0602	SW 3rd Ave - SW 5th Ave	2,156.43	
SU 476 (4)	7487	518-1018	Esplanade St - Fort Klamm St	264,250.43	5-11-73
S 574 (1)	7365	530-1011	Walla Walla River (for west) Bridge	52,659.85	
I-5-2 (65) 100	7559	610-1034	Canyonville Interchange	33,390.56	
I-5-4 (66) 206	7272	622-1033	Oak Grove Safety Rest Area	513,450.13	
I-5-5 (49) 284	7502	634-1048	E. Portland Freeway - Hubbard Inter.	134,577.02	
I-205-7 (16) 294	7508	603-1014	S. West Linn - Inualatin River	182,603.12	
I-205-7 (19) 290	7468	634-1047	Inualatin River - Pacific Hwy	286,939.62	
I-405-8 (26) 302	7500	626-1031	SW Hall - SW Alder	86,796.50	
T-5007 (3)	7506	2-0601	N.W. Circle - NW Spruce	32,950.09	
T-5025 (11)	—	3-0604	Pearl St. Warner - <u>Seaside City</u>	1,508.32	
ERFO 224 (1)	—	21-4718	Cascade Head Slide	40,183.27	
I-5-1 (15)	—	615-2506	12th - N. Oakland Interchange	1301,377.72	6/7/73
I-5-1 (26)	—	615-2508	N Oakland Inter. - S Oakland Inter.	551,026.21	
HPR 1 (7)	—	Various	—	1,232,296.28	
HPR 1 (8)	—	✓	—	1,393,849.05	



APPROVED BY
CONTROLLER GENERAL,
8. MAY 12, 1966

(MEMORANDUM) **Final Voucher**
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DO.O. VOUCHER NO.

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE
FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**
(PPM 30-6)

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (Insert official or depository named in project agreement)

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Oregon

PAID BY

(For use of Paying Office)

STATE

Oregon

FEDERAL AID PROJECT NO.

T-5025(11)

VOUCHER PERIOD:

FROM

8-4-71

TO

11-5-71

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-
MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTI- CIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
\$2,463.45	\$2,373.15	63.56%	\$1,508.38	\$1,508.38	\$0.00	

RECEIVED DIVISION OFFICE

FIELD AUDIT MADE

PASSED FOR PAYMENT

BY

DATE

BY

DATE

BY

DATE

REMARKS

Oregon

\$0.00

V.E. Skoog
Controller

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	<u>PEARL ST. & WARNER-MILNE RD. (OREGON CITY) SECTION</u>					
	<u>CLACKAMAS COUNTY</u>					
	<u>Preliminary Engineering</u>					
	Type Code P.E.					
	<u>Preliminary Engineering</u>					
	Preliminary Engineering		All	Required	\$2,373.15	
	Total Preliminary Engineering Cost				\$2,373.15	
	Total Participating Cost				\$2,373.15	
	<u>Nonparticipating Items</u>					
	Audit Expense		All	Required	\$ 90.30	
	Total Nonparticipating Cost				\$ 90.30	
	Total Cost				\$2,463.45	
	AMOUNT CARRIED FORWARD.....					

SUMMARY OF COMPLETED FEDERAL AID WORK
PEARL ST. & WARNER MILNE ROAD (OREGON CITY)

T-5025(11)

<u>Description</u>	<u>Type Code</u>	<u>Total Cost</u>	<u>F. A. Funds</u>	<u>Total Length</u>
Preliminary Engineering	P.E.	\$2,463.45	\$1,508.38	0.00 Mile

STATE COPY

cc: OSHD (H S Coulter) Region Wash DC		FINAL ACCEPTANCE REPORT (PPM 20-6.1) 71873		U. S. DEPARTMENT OF TRANSPORTATION Federal Highway Administration Bureau of Public Roads		est										
REGION NO. 10	REPORT NO. 5	COUNTY Clackamas	DIVISION Oregon													
DATE OF REPORT 9-18-73	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. EHS-T-5025(15)													
COMPLETION DATE 11-9-72	ACCEPTANCE DATE BY CONTRACT AGENCY 7-30-73	TIME ELAPSED 127%	CONTRACT TIME 240 cal. days													
APPROVED EXTENSIONS 7 days	LOCATION Cascade Hwy at Pearl St. & Warner Milne Rd. in Oregon City															
*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. *A copy of the State's materials certificate is attached to the Division office copy of this report. Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met. There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.																
REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work. PEARL STREET AND WARNER-MILNE ROAD CASCADE HIGHWAY Traffic Signals COPY SENT SEP 20 1973 REGIONAL OFFICE This project consisted of the construction of concrete walks and driveways and installation of traffic signals at Warner-Milne Rd. and the installation of traffic signals at Pearl Street. All contract work was completed on March 9, 1973 in reasonably close conformance with approved plans and specifications. A total of 305 days were used in completing the work as compared to the 240 days specified. A 7-day time extension has been approved. The final cost of the contract items was \$28,938.75 as compared to \$30,791 for the original contract, a 6% underrun. The grand total for the project, including engineering, contingencies, liquidated damages for the time overrun, force accounts, and State force orders was \$33,728.90 as compared to \$36,286.20 for the grand total estimate, a 7.1% underrun. The resident engineer has satisfactorily explained all overruns and underruns. All of the required supporting documents have been submitted and acceptance of the project is recommended.																
<table border="1"> <tr> <td>Info</td> <td rowspan="7">FOR REFER TO</td> <td rowspan="7">SEP 21 1973</td> <td rowspan="7">RECEIVED STATE HWY ENGR</td> </tr> <tr><td>Inv'es</td></tr> <tr><td>R/D</td></tr> <tr><td>D/R</td></tr> <tr><td>Sign</td></tr> <tr><td>Act</td></tr> <tr><td>File</td></tr> </table>							Info	FOR REFER TO	SEP 21 1973	RECEIVED STATE HWY ENGR	Inv'es	R/D	D/R	Sign	Act	File
Info	FOR REFER TO	SEP 21 1973	RECEIVED STATE HWY ENGR													
Inv'es																
R/D																
D/R																
Sign																
Act																
File																
*NOTE: Not applicable for direct federal projects.																
ACCEPTANCE OF PROJECT IS RECOMMENDED				ACCEPTED BY BUREAU OF PUBLIC ROADS												
SIGNATURE W. N. Bryant Area Engineer				SIGNATURE Original signed by E. J. Valach Dist. Engineer												
TITLE W. N. Bryant				TITLE E. J. Valach												
DATE 9-18-73				SEP 20 1973												

7674

5

September 10, 1973

TO G. L. Green, Division Engineer Federal Highway Administration Federal-aid Project No. WHS-T-5025(15)

FROM L. H. Young Office Engineer

SUBJECT Request; Federal-aid Project Acceptance

Contract 7674 Work Completed November 9, 1972

Project Cascade Hwy. @ Pearl St. & Warner-Milne Rd.

Highway Cascade

County Clackamas

Acceptance: State Highway Commission July 30, 1973

Federal Highway Administration March 27, 1973

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, R-496

BMW:dok

cc: F. R. Griffin

7674

5

August 3, 1973
The Actus Casualty and Surety Company
1201 S.W. 12th
Portland, Oregon 97205

Gentlemen:

Contract No. 7674 awarded to Olson Electric Co., Inc., for traffic signal installation on Pearl Street and Warner-Hill Road in Oregon City on the Cascade Highway in Clackamas County was completed on November 9, 1972, and accepted by the Transportation Commission on July 30, 1973.

Final payment in the amount of \$1,733.34 will be released to the contractor after August 8, 1973. The total contract amount is \$29,001.50 including \$968.00 for work performed under force account.

Very truly yours,

G. W. Reed, Manager
ADMINISTRATIVE SERVICES

Res

cc Olson Electric Co., Inc.
200 E. 5th Street
Vancouver, Washington 98660

G. T. Kasey
Walt Hart
V. E. Shoop Attn: Dick Maccek
L. W. Bulian

7674 5
August 1, 1973

TO Oregon Transportation Commission
FROM F. B. Klaboe
Administrator of Highways &
State Highway Engineer
SUBJECT Highway Project Acceptance

Contract No. 7674, Work Completed November 9, 1972
Project Cascade Hwy. at Pearl St. & Warner-Milne Rd. (Oregon City)
Highway Cascade, County Clackamas
Type of Work Traffic Signal Installation
Contractor Olson Electric Co., Inc.
Recommended Acceptance Date July 30, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on August 14, 1973 for your formal concurrence.

VG:pr

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
D. T. Keasey
W. J. Hart

7674

July 26, 1973

Olson Electric Co., Inc.
P. O. Box 830
Vancouver, Washington 98660

Gentlemen:

We have considered your request for a 65-day extension of time on Contract No. 7674 for work on the Cascade Highway at Pearl Street and Warner-Milne Road (Oregon City) Section of the Cascade Highway in Clackamas County.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, a seven-day extension is granted which will reduce the time liquidated damages on this project. This is for any possible delay attributable to Extra Work Order No. 2. No valid basis for extension was found on the other reasons offered.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
L. W. Rulien
E. Rodriguez
V. L. Gallagher

JAB:fw dpy

7674

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 26, 1973

TO **Transportation**
Oregon ~~State Highway~~ Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Request for Time Extension
Cascade Highway at Pearl Street and Warner-
Milne Road (Oregon City) Section
Contract No. 7674

Olson Electric Company, Inc., contractor on this project, has requested 65 days additional time to complete the contract work without the assessment of liquidated damages. The contractor cites difficulty in obtaining an acceptable signal controller, work added to the contract by an extra work order and a price agreement, and also requests that November 3, 1972, be considered the completion date. The project covered two widely separated signal installations plus about 1,100 feet of concrete walk. The contract was awarded December 22, 1971, and allowed 240 calendar days to complete the work. The project was completed November 9, 1972, with 65 days liquidated damages accrued at \$50 per day for a total of \$3,250.

Extra Work Order No. 2 was approved September 6 and covered removal and replacement of concrete sidewalk and aprons at two driveways. The work required three days (October 17, 18 and 19) by a subcontractor who had to return to the project. Allowing for obtaining materials and equipment and rescheduling the subcontractor, an extension of seven days is justified. None of the other reasons given by the contractor are considered valid.

I have therefore granted a seven-day extension of time on this project. This will leave 58 days and \$2,900 liquidated damages in effect. This was a TOPICS project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the August 14 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson

H. S. Coulter
C. T. Keasey
L. W. Rulien
V. L. Gallagher

Vern Skoog
Gary Sudd
Bob Whipps

JAB:fw dpy

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding
Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7674 Contractor OLSON ELECTRIC CO.
Highway CASCADE
Section CASCADE HIGHWAY AT PEARL STREET & WARNER-MILNE (OREGON CITY)
Kind of Work TRAFFIC SIGNAL INSTALLATION

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 7 days for late Extra Work Order No. 2 work on sidewalk change.

Recommended for Approval:


Division Engineer


Construction Engineer or
Bridge Engineer


State Highway Engineer

Contract No. 7674
Project designation EHS - T-5025(15)
State-Federal
Date awarded DECEMBER 22, 1971
Work started MARCH 9, 1972
Per cent completed 100% NOV. 9, 1972
Date
No. of Workdays Allowed 240
No. of Workdays Used 305
No. of Added Workdays Requested 65

OREGON STATE HIGHWAY COMMISSION

RECEIVED
APR 26 1973

NOTED Res. Br. Engineer

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 4/5/73, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 240 days to 305 days, within which to complete our Contract No. 7674, without the assessment of liquidated damages. The said contract is described as follows:

Pearl St - Warner Milne Traffic Signal Installation

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The enclosed correspondence requests extension of contract time reflecting the problems in obtaining material approvals and final refusal of Crouse Hinds Co. for controller approval in the state of Oregon. Rescheduling and re-ordering and testing of Singer Controller compounded the normal 120 days to 60 days increase in delivery time. Change Order #1 covering redesign at Warner-Milne with a third party agreement. This change order negotiation required 45 days. Change Order #2 revised sidewalk for an additional 14 days. The substantiated facts are reflected in the enclosed correspondence. Respectfully submitted,

Olson Electric Company, Inc.

Contractor

By [Signature]

CONSENT OF SURETY

Date 4-5, 1973

We, THE AETNA CASUALTY AND SURETY COMPANY

....., as
surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Virginia White
Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

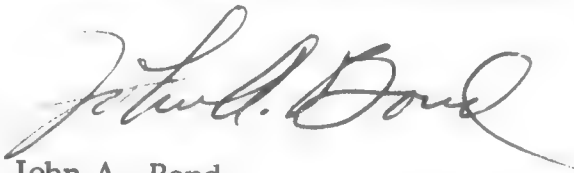
July 12, 1973

NOTED
H. S. COULTER

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Time Extension Request
Cascade Hwy. at Pearl St.
and Warner-Milne Rd. (Oregon City)
Contract No. 7674
FAP EHS-T-5025(15)

FROM:


John A. Bond
Construction Administration Engineer

Olson Electric Co., Inc., contractor for the two traffic signal installations at the subject locations in Clackamas County, has requested 65 days additional time to complete the contract work without the assessment of liquidated damages. The contractor cites difficulty in obtaining an acceptable controller, work added to the contract by extra work order and a price agreement, and also requests that November 3, 1972 be considered the completion date.

The contract amount was \$30,791 covering two widely separated signal installations, plus about 1,100 feet of concrete walk. The project was awarded December 22, 1971 and allotted 240 calendar days to complete the work, which forecast a completion date of September 5, 1972. The signal installations were operational November 10, 1972 and November 9 is the recorded completion date with 305 calendar days charged, an overrun of 65 calendar days (at \$50 per day equals \$3,250.00).

1. The Crouse Hinds controller that the contractor first proposed to use was unacceptable and the contractor was so notified by correspondence dated February 22, 1972. It was not until August 1, 1972 that the contractor submitted a request for approval of a different controller, a delay of over five months. This delay in requesting approval of another controller is the contractor's responsibility and appears to be the reason for the overrun in contract time.

2. Price Agreement No. 1 is a lump sum \$1,981.95 to place a controller base and a signal pole base at revised locations. A subcontractor excavated, formed and poured these on July 24. First poles were not placed until October 2, over two months later. This reason does not justify time extension.

3. Extra Work Order No. 2 was approved September 6 and covered removal and replacement of concrete sidewalk and aprons at two driveways. The work

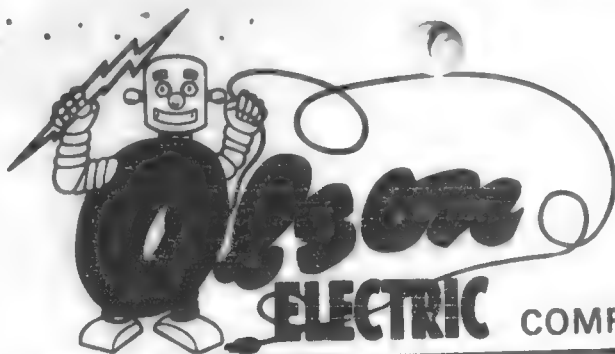
H. S. Coulter
July 12, 1973
Page 2

required three days (October 17, 18 and 19) by a subcontractor who had to return to the project. This work cost \$782.90. Since it was added and performed in liquidated damages time, we should give the contractor the benefit of any doubt as to its effect on his completion. Allowing for obtaining materials and equipment and rescheduling the subcontractor, we could recognize a calendar week for this added work and recommend that seven days extension be granted.

4. The signals at Warner-Milne and Cascade Highway were activated on November 3, 1972, but malfunctioned almost immediately. It was not until early November 10 that the signals were operating correctly with liquidated damages being assessed through November 9, 1972. As the signals did not perform as they were intended until November 10, no change in the completion date is warranted. The State has not assessed liquidated damages for further corrective work performed on several days after the signals were operational. This corrective work was not all completed until March 5, 1973.

On the basis of the above, we recommend the contractor be granted a seven-day extension with the remaining 58 days assessed at \$50 per day for a total of \$2,900. (The Resident Engineer recommends 24 days on a time/money basis and the Region recommends no time.) This is a TOPICS project and will require the concurrence of FHWA. Rough draft letters are attached.

JAB:fw
Enc.
cc V. L. Gallagher



COMPANY, INC.



P. O. BOX 830, VANCOUVER, WASHINGTON 98660

PHONE (206) 694-8585

PORTLAND (503) 285-0295

April 18, 1973

Mr. E. Rodriguez
1505 Main St
Oregon City, Oregon 97045

Re: 7674 OSHD Contract
Pearl St and Warner-Milne Rd
Cascade Hwy, Clackamas County

Gentlemen:

We are requesting herewith an extension of 65 days extending the contract time from 240 to 305 days for the following reasons.

The original traffic control equipment was ordered from Crouse Hinds Co. on January 8, 1972 based upon the opinion following preliminary submittal in Salem to Mr. William Zirbes and Mr. Robert Judson that Crouse Hinds Co. concept as a nationally distributed project would find acceptance in the State of Oregon. We requested specification sheets and brochures which were properly submitted. Enclosure #1 indicates the conditions applicable to the controller. Reference was made to a prior request under Contract 7558. The contractor pursued the review following the initial refusal, routine corrections were made. The Crouse Hinds Co. requested one exception of applying to next phase light which under the standards is not clearly defined as applying to two phase controllers, we were refused any exception to the standards following two test procedures in Salem and a subsequent review on January 27, 1972 with Mr. Bud George, Mr. William Zirbes and Mr. Robert Judson. The final decision of this meeting following a statement by Mr. Robert Judson that this analogue model would be replaced by a digital machine, therefore, such interim use produced additional problems of stocking parts. The final negative position as to lack of accessibility to load switches during operation was reviewed at length with a suggested solution of revising conduit and installing a concrete base for a larger cabinet than set forth under the contract, these revisions to be at the expense of Olson Electric Company. The writer after making three trips to Bend, Oregon inspected an Automatic Signal Company controller just north of 3rd and Wilson in Bend on 3rd and Revere, of identical operational characteristics, this controller presented the same general design within the enclosure and would have necessitated the removal of certain components to service the equipment while in operation. We submitted this information to Crouse Hinds Co., they declined to request review of these facts as indicative of preferential treatment to other manufacturers.

We were, however, permitted to install the subject controller conditioned to a solution or replacement by Crouse Hinds Co. Following numerous consultations between Mr. Don Meyer, our technician and the factory, we demanded on May 15, 1972

a positive position by the market management of Crouse Hinds Co. They failed to support the effort at this time, however, they did assume the expense of replacing their controller on the contract in Bend, Oregon. We jointly decided that it has not been financially feasible to pursue the approval of their product irrespective of design improvements that could be accomplished considering the negative position of the maintenance section of the Oregon State Highway Dept. Mr. George Sala, Crouse Hinds Co. Western Marketing representative, was advised to seek another manufacturing source to replace the Crouse Hinds equipment. He contacted Automatic Electric who subsequently replaced the Crouse Hinds controller in Bend. The Singer Company was selected for the subject contract considering that they specified a special delivery schedule at a monetary premium. The Singer controllers were shipped to Salem for testing on October 6, following extensive testing we were advised verbally on October 11, 1972 that the two controllers were provisionally accepted with the exception of the cabinets. The following week Mr. Gordon Dale of the Singer Company stated that Mr. Robert Judson was making an exception to the specifications and accepting the controller as submitted. This action cancelled their plans to ship replacement cabinets to Salem for reworking and the added expense of revising controller footings. The notification of Mr. Judson's reversal in design requirements reached us on October 15. We picked up the controllers for two contracts on October 16 and October 17. The controllers for this contract were placed upon the footings the same day they were picked up. The delivery of this equipment permitted the contractor to pursue the completion of the contract. Both intersections were energized on November 3, 1972. A minor defect in workmanship did not permit complete energization of Warner Milne other than flashing amber and red. This required a second field test which could not be scheduled by Mr. Gordon Dale until the following Wednesday causing a delay of five calendar days. We request that the time stop on November 3, 1972 as applying to contract completion.

In addition to the problems related to traffic control equipment material availability including errors in shipping the wrong visors, failing to ship backboards and pedestrian signals along with cable caused delays. The cable as approved was received on October 20. The project engineer during the critical period advised utilizing single conductor wire. The contractor required three days to acquire the necessary number of colors and coding material.

Change Order #1 Price Agreement revised one pole foundation location and one controller foundation location at Warner Milne, negotiations were initiated on June 1, 1972 following several offers and revisions the final lump sum of \$1,981.00 was verbally accepted on July 18, 1972 and received on July 19, 1972. Mike Duggan, our subcontractor, requested 14 days to reschedule and complete this change order, however, an unexpected improvement in his work loading permitted the work to be accomplished on July 24. The poles were delivered on July 13, 1972. Considering that under a normal construction schedule allowing 14 days for proper curing of the footings we could have proceeded on August 8, 1972. We have required 45 days per intersection following footings in place to complete including detector loops, this then would have placed our completion date on November 6, 1972. The purpose in presenting this possibility is only for reconstructing a schedule that would have been the final result providing the contractor had received the anticipated results from his manufacturing source. Under the circumstances the contractor performed as he was able to implement delivery. The detector loops were placed on September 15, the poles were erected

Page 3
4/18/73

on October 2 with controller availability on October 17 the contractor was able to energize on November 3 as stated.

In summary we request an extension of 60 calendar days to allow for testing and re-evaluation of controllers and related special materials availability. This presentation involves contract 7558 which we are not considering, however, the contractor is reciting that these problems involved a depth beyond this specific contract in view of the dual role of contractor distributor. We were anticipating launching the Crouse Hinds product on a general acceptance program. Considering the problems of Eagle Signal, Singer Co. and with only two manufacturers receiving general approval by the Oregon State Highway Dept with one of these Automatic Electric having serious problems in the State of Washington, we were optimistic beyond what proved to be a foregone conclusion of denial of product use.

The second basis for consideration of contract time extension is contract change orders. We request 45 days, the period required for negotiation of EWO #1 and 14 days for completing the work under all change orders including footings and sidewalks, with an added 14 days for concrete curing. The contractor requests the completion to be considered as November 3, 1972 which reduces the over run to 59 days. This completes our resume of all factors relating to contract over run. We wish to express our appreciation for the consideration extended by the project engineer in the form of acceptance for operation of certain equipment which was not permanent but allowed the project to function, these items such as incorrect visors were corrected at which time the contractor also made repairs to equipment damaged by the public including three locations involving pedestrian signal and signs.

Enclosures include submittal approval dated February 16, 1972. The second enclosure is a copy of Crouse Hinds shipping schedule. This specific confirmation refers to controllers, the second sheet refers to items of hardware, these are samples of the total order and dates supporting the contractor's position of expediting the order.

The third enclosure supports our reference to the comparable design of Automatic Electric and Crouse Hinds. The purpose of the presentation is not to reopen a case settled a year ago but to make it clear that the industry does not function with any extremes in quality difference in national products and that discrimination is possible and if not intentional it is still very expensive for those who are recipients.

The fourth enclosure is correspondence dated May 15, 1972 directing Crouse Hinds to expedite their course of action relative to the controllers for the subject contract.

The fifth specifies approval of the Singer controller.

In conclusion please consider the fact that is evident throughout our presentation, that the contractor did act in an expeditious manner to order materials, that he was affected by a condition related to manufacturing a specialized device and its acceptance and if penalized will not be successful in passing the assessment along to the manufacturers. A special effort was made at all times when equipment was available to fulfill to the letter of the contract.

Yours very truly,



Joe Olson

OLSON ELECTRIC COMPANY, INC.

Encl.

February 16, 1972

Pearl St.-Warner-Milne Road
Oregon City - Traffic Signal
Contract No. 7674

The following items deal only with what is shown on the submitted brochures and does not preclude that other items not shown will be approved or disapproved:

Brochures SFT2-Series

Subsection 661.45(e) of the Special Provisions requires a Type 4 phase timing unit on Phase A and a Type 2 phase timing unit on Phase B.

Phase A, Type 4, requires in addition to that shown on the brochure:

1. Time to reduce to minimum gap - 20 to 120 seconds
2. Minimum gap - 1 to 10 seconds
3. Number of actuations to give variable initial - 5 to 90 seconds
4. Variable initial - 5 to 60 seconds
5. The pedestrian recall should be combined with the other recalls on a single four-position switch as specified under (g-4).
6. The "Memory" off-on switch should be a separate switch as called for under (h-1).
7. Indicator lights should be as listed under (i-6) '

Brochure "Cabinet Features"

1. The size 43 cabinet that is proposed for this project has no indication of what material it is construction of.
2. An adjustable thermostat for the wiring on the cabinet fan should be included. The fan should be adjustable from 90° to 130° F with degrees marked. This may be the subject of a price agreement with our engineer on the project.
3. There is no indication as to where the fan is mounted.

Conduit & Wire List

1. There is no THHN wire listed on this project.

Previously submitted control equipment similar to that proposed on this project has been the subject of considerable correspondence between this office and the Olson Electric Company. Until such time as the previously submitted equipment has been approved, approval cannot be granted this submitted control equipment.

Note

Wm. R. Zirbes

Wm. R. Zirbes
Sign & Signal Engineer

NOTED
LE. GEORGE

NOTED
TRAFFIC CONTROL
ENGINEER

RECEIVED
FEB 18 1972
BRIDGE DIVISION

SHIPPING SCHEDULE

CROUSE-HINDS

CROUSE-HINDS COMPANY
SYRACUSE, N. Y. 13201

WITHSTANDING ANY IN-
SISTENT OR ADDITIONAL
S WHICH MAY BE
TAINED IN YOUR PUR-
SE ORDER OR OTHER
UMENT, THIS ACCEPT-
CE IS CONDITIONAL ON
UR ASSENT TO, AND IS
JECT TO, THE APPRO-
ATE PUBLISHED CROUSE-
S COMPANY DISCOUNT
OR WRITTEN AGREE-
PROVED BY THE
E OFFICE OF CROUSE-
S COMPANY.

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* PLEASE SEND CROUSE-HINDS COMPANY
IMMEDIATE WRITTEN NOTICE OF ANY ERRORS
OR UNACCEPTABLE SHIPPING SCHEDULE.

SHIPPING SCHEDULE

ING SCHEDULE

ROUSE-HINDS

HINDS COMPANY
USE, N. Y. 13201

THSTANDING ANY IN-
TENT OR ADDITIONAL
WHICH MAY BE
AINED IN YOUR PUR-
E ORDER OR OTHER
MENT. THIS ACCEPT-
IS CONDITIONAL ON
ASSENT TO, AND IS
CT TO, THE APPRO-
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WRITTEN AGREE-
APPROVED BY THE
E OFFICE OF CROUSE-
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QUOTATION NO	EST NO	ORDER DATE	DATE REC'D	CUST NO	END USER	S E X	B-NUMBER	SHT NO
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ULSON ELECTRIC COMPANY 200 E. 5TH STREET VANCOUVER, WASHINGTON 98600								
CONSIGNEE'S ORDER NUMBER AND MARKS								DATE ENT 01192
ULSON ELECTRIC COMPANY P.O. BOX 131 VANCOUVER, WASHINGTON 98600								
CUSTOMER ORDER NUMBER AND MARKS								TRANS. TERMS
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UNIVERSAL								
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CHAS & P/S SET								
2 0800021 M1 8762 ACT MODULE								
2 0800020 M1 8762 ACT MODULE								
4 0800213 M1 8762 PED MODULE								
4 0800247 8762 TIMER BOARD								
4 0801019 8762 C 1 MODULE								
2 0801573 8762 TRACK MODULE								
2 TO BOARD 0801445/A 8764								
12 0801451								
MODULE FULL #11								
4 CONT NEXT SHEET								
DEPARTMENT								B-NUMBER
TRAFFIC								183604

* PLEASE SEND CROUSE-HINDS COMPANY
IMMEDIATE WRITTEN NOTICE OF ANY ERRORS
OR UNACCEPTABLE SHIPPING SCHEDULE.

SHIPPING SCHEDULE



3/17/72

Bend
Cocoon
automatic controller
3 phase
Reverse & 3rd

3/17/72

Bend Cox
Automatic
Controller 3 phase
Reverse & 3rd

cc: George Sala
Encl.

May 15, 1972

Crouse Hinds Company
Welf and 7 N St
Syracuse, New York 13201

Attention: Mr. Tom O'Donnell

Gentlemen:

We enclose a copy of our correspondence forwarded on February 25, 1972. Your answer must be expedited with regard to the controllers for this contract ordered under our Purchase Order 6302 - 0784 as quoted by Mr. George Sale.

We have been requested by Mr. Sale to obtain quotations from other sources. We expect Crouse Hinds Company to meet its commitment.

If they desire to furnish another manufacturer, we consider this to be their responsibility or to authorize us to order a controller from Singer for \$3,599.00 as with billing to go to Crouse Hinds.

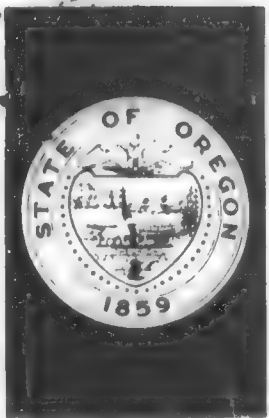
With regard to Oregon State Highway approvals, we would work out the problem with the Oregon State Highway, providing we receive the support we requested.

Yours very truly,



Joe Olson

cc: George Sale
Encl.



**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 17, 1972

Mr. Joe Olson
Olson Electric Company
P. O. Box 830
Vancouver, Washington 98660

Dear Mr. Olson:

Bench testing and evaluation of the Singer series 1000 signal controller and AT101 loop amplifier has been completed.

This equipment is conditionally approved for use on traffic signal projects in the State of Oregon, pending implementation of an environmental testing facility. All equipment will be required to successfully pass an environmental, voltage variation, and line noise test when these facilities are completed.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Robert N. Bothman

Robert N. Bothman
Maintenance Engineer

7674

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

Oregon Project EHS-T-5025(15)
Cascade Highway at Pearl St. and Warner-Milne Road
SUBJECT: Request for Time Extension

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308
DATE: July 23, 1973
In reply
refer to: 10-35-DA

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

For the reasons given in Mr. Coulter's July 16, 1973 letter
the proposed 7-day extension of contract time on the subject
project is approved.

G. L. Green
G. L. Green

NOTED
A. E. JOHNSON

RECEIVED

JUL 25 1973

Office of
Assistant State Highway Engineer

RECEIVED	
STATE HWY ENGR	
JUL 25 '73	
REFER TO	
<i>Coulter</i>	
FOR	
Info	1
2	3
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7-25-73
by Constr.
Rabin
Heller

NOTED
H.S. COULTER

689

7674

5

July 16, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
Cascade Highway at Pearl Street and
Warner-Milne Road (Oregon City) Section
Oregon Project EHS-T-5025(15)
Contract No. 7674

Olson Electric Company, Inc., contractor for signal installations at the subject locations in Clackamas County, has requested 65 days' additional time to complete the contract work without assessment of liquidated damages. The contractor cites difficulty in obtaining an acceptable controller, work added to the contract by extra work order and price agreement as causes for delay, and therefore requests that November 3, 1972 be considered the completion date.

The contract, in the amount of \$30,791, covered two widely separated signal installations and 1,100 feet of concrete walk. The project was awarded December 22, 1971, and 240 calendar days were allotted to complete the work, which forecast a completion date of September 5, 1972. The signal installations were operational November 10, 1972. November 9 is the recorded completion date with 305 calendar days charged, an overrun of 65 calendar days; 65 days at \$50 per day equals an overrun of \$3,250.

We find only one of the reasons justifies time extension. Extra Work Order No. 2, approved September 6, covered removal and replacement of concrete sidewalk and aprons at two driveways. This was in response to a local request to change the slope in an attempt to provide a better transition for pedestrians. The work

Glen L. Green
Page 2
July 16, 1973

was performed on October 17-19 at a cost of \$782.90 by a subcontractor who had to return to the project. Since this work was added and performed in liquidated damages' time, the contractor should be given benefit of any doubt as to its effect on his completion. Allowing for obtaining materials and equipment and rescheduling the subcontractor, we recommend seven days' extension be granted for this added work.

The signals at Warner-Milne and Cascade Highway were activated on November 3, 1972, but malfunctioned almost immediately. It was not until November 10 that the signals were operating correctly, with liquidated damages assessed through November 9, 1972. Since the signals did not perform as intended until November 10, no change in the completion date is warranted. The state has not assessed liquidated damages for further corrective work performed on several days after the signals were operational (this work was not completed until March 5, 1973).

We ask your concurrence in a seven-day extension which will leave 58 days assessed at \$50 per day for a total of \$2,900.

JAB:fw 1a

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
L. W. Rulien
V. L. Gallagher

7674

April 20, 1973

Castel Incorporated
P. O. Box 68506
Oak Grove, Oregon 97268

Gentlemen:

As requested in your letter of April 16, 1973, we have deleted your claim against Contract No. 7674 held by Olson Electric Company, Inc., as having been paid in full.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Olson Electric Company, Inc.
Aetna Casualty and Surety Company

CANTEL INCORPORATED

Phone (503) 654-7990

P. O. BOX 68508 • OAK GROVE, OREGON 97268

Russ

April 16, 1973

Mr. Cecil Head
Secretary to Highway Commission
Room 121
State Highway Building
Salem, Oregon 97310

Re: Cintel Incorporated vs
Olson Electric Co, Inc.
Contract # 7674

Dear Mr. Head:

With regard to the above contract and in reference to our previous letters, we are happy to inform you that the sum due us from Olson Electric Company has been paid in full. Our present claim on this contract is therefore null and void.

Very truly yours,

CANTEL INCORPORATED

Mrs. E. Wiseman
Mrs. E. Wiseman
Office Manager

KW:ms

cc: Aetna Casualty and Surety Co.
cc: Olson Electric Co.

NOTED
C. W. HEAD



**OREGON STATE
HIGHWAY DIVISION**

P.O. Box 02157

Portland 97202

March 30, 1973

City of Oregon City
City Hall
Oregon City, OR 97045

Attn: Mr. Al Simonson

Re: Cascade Highway at Pearl Street
and Warner-Milne Road Section
Cascade Highway

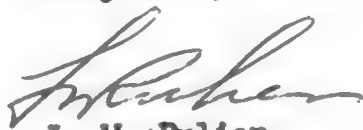
Gentlemen:

For documentation only, and to clear our records, the subject project was completed November 9, 1972.

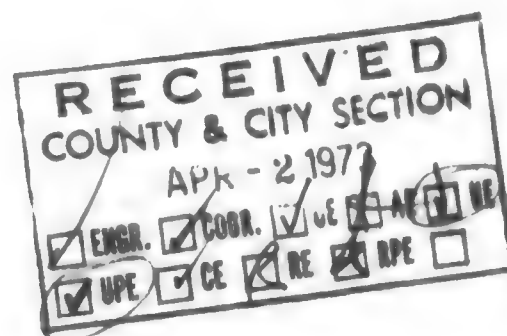
The agreement between the State and City, dated October 11, 1971 for construction of the subject project, provided that certain traffic control signals and pedestrian walkways would be revised as a result of the construction. It also provided that upon completion of the project the City would assume all costs of power consumed by traffic signals, and the State would maintain the roadway and signal installation portion of the project.

If you or your representative have any questions, please contact me at your earliest convenience.

Very truly yours,


L. W. Rulien
Regional Engineer

WFC/pw
be Maintenance
Construction
Right of Way
County & City ✓
Design
E. Rodriguez
Don Adams



STATE COPY 5

7674

cc: OSBD (A E Johnson)

Region **Wash DC**

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. A	COUNTY Clackamas	DIVISION Oregon
DATE OF INSPECTION 3/27/73	INSPECTION MADE BY W. H. Bryant, Area Engineer		PROJECT NO. EHS-T-5025(15)
IN COMPANY WITH E. Rodriguez, Resident Engineer, OSBD			
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 127 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

PEARL STREET AND WARNER-MILNE ROAD
CASCADE HIGHWAY
Traffic Signals

REGIONAL OFFICE

All contract work was completed on March 5, 1973, in reasonably close conformance with approved plans and specifications. All work except for some minor repairs and replacement of equipment was completed on November 9, 1972, at which time the signals were placed in operation and chargeable time stopped. The final cost of the work was \$29,592.70, including engineering (\$2,923.15), contingencies (\$980.80), and liquidated damages (-\$3,250.00), or approximately 18 percent below the authorized amount of \$36,286.20.

A total of 305 calendar days were used in completing the work as compared to the 240 calendar days specified. Liquidated damages were assessed for 65 calendar days. The contractor has submitted a request for a time extension which is currently being evaluated by the State.

Project records indicate that all materials and equipment incorporated into the work were in reasonably close conformance with specification requirements.

Project records also indicate that the contractor fulfilled the EEO requirements of the contract in an acceptable manner.

Acceptance of the work is recommended.

RECEIVED STATE HWY ENGR							
APR 6 73							
REFER TO <i>Coulter</i>							
FOR							
Info	Invst	R/D	DIR	Sign	Act	File	

4-6-73
C/C Coulter
J. J. J.

7674

5

FORM E-1 (REV. 10-69) OREGON STATE HIGHWAY DIVISION FIELD ENGINEER'S WEEKLY REPORT FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION		SECTION CASCADE HWY. AT PEARL ST. AND WARNER-MILNE ROAD		WEEK ENDING MARCH 24, 1973	
		HIGHWAY CASCADE		SECTION PREFIX 3-0607	
		KIND OF WORK TRAFFIC SIGNAL INSTALLATION		COUNTY CLACKAMAS	
NAME OF JOB CASCADE HWY. AT PEARL STREET AND WARNER-MILNE ROAD		CONTRACT NUMBER 7674		FEDERAL AID PROJECT NUMBER EHS-T-5025(15)	
CONTRACTOR OLSON ELECTRIC COMPANY		DATE WORK STARTED MARCH 9, 1972		COMPLETION DATE NOVEMBER 9, 1972	
DATE OF CONTRACT JANUARY 10, 1972		SPECIFIED WORK DAYS		WORK DAYS USED	
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0		SPECIFIED CALENDAR DAYS 240		CALENDAR DAYS USED 305	
MEN SUPERVISION		SPECIFIED COMPLETION DATE		PERCENT OF TIME ELAPSED 127%	
PROJECT AUTHORIZATION. 36,286.20		ENGINEERING AUTHORIZATION 3,169.10		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%	
EXCLUSIVE OF ENGINEERING: 33,117.10		ENGINEERING COST TO DATE 2,923.15		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 82.1%	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING 26,869.55		PERCENT OF AUTHORIZATION 92.2%		DATE PROJECT WAS COMPLETED: SEMI-FINAL EST. WILL BE SUBMITTED ON OR ABOUT 3/30/73	
ESTIMATED PERCENT ~~WORK~~ UNDERRUN 17.9%					
ESTIMATED PERCENT COMPLETE (ROADWORK)					
CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
		GRADING		SURFACING	MAINTENANCE MATERIALS
					OIL & BITUMINOUS MACADAM
					PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					
EQUIPMENT USED DURING THE WEEK: NONE					
ESTIMATED PERCENT COMPLETE (STRUCTURES)					
BRIDGE NO.	SIGNALS				
PERCENT	100%				
	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY	
SUNDAY	MARCH 18 SHOWERS	0			
MONDAY	19 OVERCAST	0			
TUESDAY	20 SHOWERS	0			
WEDNESDAY	21 PARTLY CLOUDY	0			
THURSDAY	22 PARTLY CLOUDY	0			
FRIDAY	YT23 FAIR	9			
SATURDAY	24	0			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

MARCH
SUNDAY 18

NO ACTIVITY THIS WEEK. PROJECT COMPLETE.

MONDAY 19

TUESDAY 20

WEDNESDAY
21

THURSDAY
22

FRIDAY 23

SATURDAY 24

REMARKS

STATUS: ALL FIELD WORK COMPLETE. PROJECT READY FOR FINAL INSPECTION.

SIGNED

E. RODRIGUEZ, RES. BR. ENGR.

LOCATION OREGON CITY

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.



**OREGON STATE
HIGHWAY DIVISION**

7674

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO

V. V. Cusack, Acting Division Engineer DATE March 22, 1973

~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. EHS-T-5025(15)

FROM

L. H. Young
Office Engineer

SUBJECT

Request Contract Acceptance

Contract 7674 Work Completed November 9, 1972
Project Cascade Hwy at Pearl St & Warner-Milne Rd (Oregon City)
Highway Cascade
County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date March 27, 1973

Conditions not acceptable: None

V. V. Cusack
Acting Division Engineer

cc: F. B. Klaboe ✓
L. H. Young
V. Gallagher

RECEIVED STATE HWY ENGR						
MAR 29 '73						
REFER TO						
FOR						
Info	Inves	R/D	DIR	Sign	Act	File

3-29-73
cc/ Cusack



**OREGON STATE
HIGHWAY DIVISION**



7674-1
HIGHWAY BUILDING • SALEM, OREGON • 97310

February 21, 1973

Cantal Incorporated
P. O. Box 68506
Oak Grove, Oregon 97268

Attention: Mrs. E. Hansen

Gentlemen:

This is to acknowledge your letter of February 20 informing us that Olson Electric Company, Inc., owes you \$191.20 plus interest for the rental of warning lights and barricades. The equipment was used for work on Contract No. 7674.

From the description given in your letter, this is in reference to the Olson Electric Co., Inc., Contract No. 7674 for traffic signal installation at Pearl Street and Warner-Hilne Road in Oregon City on the Cascade Highway in Clackamas County.

The Aetna Casualty and Surety Company furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will forward the claim to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Olson Electric Co., Inc.
Aetna Casualty and Surety Co.

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

NOTED ON CARD

2-26-73

NOTED
C. W. HEAD

Rec. 2/26/73

CANTEL INCORPORATED

Phone (503) 654-7990

P. O. BOX 68506 • OAK GROVE, OREGON 97268

To:

Secretary to Highway Commission
State of Oregon
Highway Division
Room 121
State Highway Building
Salem, Oregon 97310

Secretary to State
State of Oregon
State Capitol Building
Salem, Oregon

Notice is hereby given that the undersigned, CanteL Incorporated, has a claim for rentals of barricades and hazard warning lights rented between July and October 1972, in the sum of \$191.20, together with interest thereon at the rate of 9% per annum from November 24, 1972, until paid, against the bond taken from Olson Electric Company, Inc., a principal and Aetna Casualty and Surety Company, as surety, for the work of constructing improvements for the State of Oregon under contract #7674, Cascade Highway at Pearl Street and Warner Milne Road in Oregon City, Clackamas County, said rentals we made to Olson Electric Company on said contract.

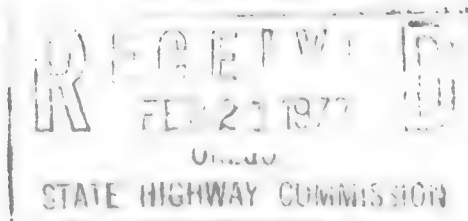
This notice is given pursuant to ORS Chapter 279.

Dated this 20th day of February 1973.

CANTEL INCORPORATED

E. Wiseman
P. O. Box 68506
Oak Grove, Oregon 97268

✓ cc: Secretary to State of Oregon (enclosed)
cc: Aetna Casualty & Surety Co.



OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT
INVOICE

NO. 110093

FORM A-180 (3-64)

DATE

10-25-72

BILLING REQ. NO.

00 1332

YOUR ORDER NO.

CREDIT DISTRIBUTION

3-0607-299

City of Oregon City
City Hall
Oregon City, Oregon 97045

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION

Attention: Alfred Simonsen, Manager

Advance Deposit

Partial transfer of advance deposit for the
Cascade Hwy. @ Pearl St. & Warner-Milne Road
TOPICS Project. Contract # 7674

Covered by agreement dated 10-11-71

to be retained

QUANTITY	UNIT PRICE	TOTAL PRICE
		\$ 7,600.00
		\$ 6,600.00
		\$ 1,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Payment Request

By

OREGON STATE HIGHWAY DIVISION

Form A-191-(7-65)
SP-63423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:

CITY OF OREGON CITY

CITY HALL

OREGON CITY, OREGON 97045

Attention of

Alfred Simonson, Manager

Request No. (assigned by staff
engineer or head of division)

cc 1332

Date

October 24, 1972

Payer's Order No. (if any)

Department Order No. (if any)

(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

EHS-T-5025(15)

Itemized Statement:

ADVANCE DEPOSIT \$7,600

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for the Cascade Hwy. @ Pearl St. & Warner-Milne Road TOPICS Project. Contract #7674.		
		Covered by agreement dated 10/11/71.		6,600
		TO BE RETAINED		\$1,000

If payer has made payment for this
service, indicate the amount of payment.

\$.....

Credit distribution:

3-0607-299

If payer has made a deposit with the Department to
guarantee payment, indicate the amount of the deposit.

\$.....7,600.....

Submitted by:

Richard Bladorn RICHARD BLADORN

Is this a partial or final request for billing?

.....Partial.....

Approved:

If there have been any previous requests for
billing in connection with this same service,
indicate the total amount of all previous requests.

\$.....

Division Engineer

Approved:

Give the number of the last previous request
in connection with this same service.

.....

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

5

U
SEP 7 - 1972

FOR FILE

7674

September 6, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURY

FROM L. H. Young
Programming Engineer

Federal-aid Project
No. EHS-T-5025(15)

SUBJECT Request Change Order Approval

Contract 7674 Extra Work Order No. 2
Project Cascade Hwy. at Pearl St. and Warner-Milne Rd.
(Oregon City)
Highway Cascade
County Clackamas

At two driveway locations the transition of the driveway apron and gutter grade is too steep as constructed to be safe. This order covers the cost to remove and reconstruct these two driveways to ease the transition to the gutter.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer August 25, 1972.

Your approval as of August 25, 1972 is requested.

Attachments

BHW:js

RECEIVED

FORM PR-33A
(REV. 1-64)

17 1972

OSHD (Johnson)

4-4-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FOR FILING

Region
Wash DC

INITIAL INSPECTION REPORT

(Check appropriate box)

☒ Contact

☐ Project Stage

* ☐ Statewide Inspection-In-Depth

Region No.

10

Report No.

1

County

Clackamas

Division

Oregon

Date of Inspection

4-4-72

Inspection Made By

W. H. Bryant, Area Engineer

Project No.

EHS-T-5025(15)

In Company With

H. Rodriguez, Red. Engr., OSHD

Location

Intersections of the Cascade Highway at Pearl Street and Warner-Milne Road in the city of Oregon City.

APR 13 1972

Contractor Name and Address

Olson Electric Co., Inc. Portland, Oregon

Award Date

12-22-71

Contract Amount

30,791.00

Time Allowed

240 cal days

Regional Office

1-10-72

Work Started

3-9-72

Quality of Work

Satisfactory

Progress of Work

Satisfactory

Time Elapsed

35 %

Work Completed

5%

Roadbed (Width)

NA

(Feet 0. to 0. of shoulders)

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING			TYPE	TYPE CODE NO.	. NET LENGTH (Miles)
			THICKNESS		WIDTH (Foot)			
			EDGE (Inches)	CENTER (Inches)				
Traffic Signals	Y031							

REMARKS: * (Report details of statewide inspection-in-depth on form PR-33D)

PEARL STREET AND WARNER-MILNE ROAD

Cascade Highway
Traffic Signals

NOTED

A. E. JOHNSON

Work to be completed under this project consists of the construction of concrete walks and driveways and installation of traffic signals at Warner-Milne Road and the installation of traffic signals at Pearl Street.

At the time of this inspection the only work underway was the installation of conduit at the intersection of Pearl St. and the Cascade Hwy. To date all pole bases have been installed, 75% of the conduit installed and 70% of the concrete walks completed.

The contractor has not as yet submitted the required EEO reports or payrolls. The State has requested that all required reports and payrolls be submitted as soon as possible. Mr. Calvin Olson has been designated as the company EEO officer. Due to the nature of the work involved the contractor has not established a field office at the project site. All required EEO posters and wage rates are being displayed in the contractor's main office in Portland, Oregon. This is considered acceptable since the contractor has only two permanent employees working on the project.

All materials incorporated into the work to date have been inspected and found to be in reasonably close conformance with the contract requirements.

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

RECEIVED
FEB 20 1972

Form FHWA-121 (12-67)
FOR FILING UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

P.O. Box 300
Salem, OR 97308

DATE: February 22, 1972

In reply refer to: 10-35-DA

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : Mr. R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EHS-T-5025(15)
Cascade Hwy. at Pearl St. and Warner-Milne Rd.
State Force Order No. 2
Total Estimated Amount of the Order - \$100.00
Federal Participation - \$60.00

Reference is made to Mr. Young's letter of February 16, concerning the subject order.

The use of State Forces is approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has the necessary specialized equipment and trained personnel to perform the work most economically.

Signing to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the actual cost for the signing. The estimated total costs of the work to be done under this order is \$100.00 with Federal participation of \$60.00.

Enclosure
State Force Order No. 2

2-28-72
RECEIVED TO

Goering
FEB 28 1972
FEDERAL HIGHWAY ADMINISTRATION



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 17 1972

FOR FILING

EH5-
T-5625(25)
7674

February 16, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Federal-aid Project
No. HHS-T-5025(15)

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 2, Contract No. 7674, covering installation of permanent signing by State Forces on the Cascade Hwy. at Pearl St. and Warner - Miles Rd. (Oregon City) Section of the Cascade Highway in Clackamas County.

This order covers the cost of installing permanent signing throughout the project to aid the traveling public.

The contractor is neither properly equipped nor staffed to perform the work contemplated under this order. The State has the necessary specialized equipment and trained personnel to perform the work most economically. This work conforms to the requirements of FPM 21-6.2 as required for Federal participation.

The estimated amount of this order is \$100.00 with Federal participation in the amount of \$60.00.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer, February 3, 1972.

Your approval as of February 3, 1972 is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
R. D. ASBURY

L. H. Young
Programming Engineer

RW:alc

RECEIVED
FEB 9 - 1972

FOR FILE
EHS-
T-5025 (25)
7674

February 8, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 800
Salem, Oregon 97308

Federal-aid Project
No. EHS-T-5025(18)

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 2, Contract No. 7674, covering permanent signing on the Cascade Hwy. at Pearl St. and Warner - Milne Rd. (Oregon City) Section of the Cascade Highway in Clackamas County.

This order covers the cost of installing permanent signing throughout the project to aid the traveling public.

The estimated amount of this order is \$100.00 with Federal participation in the amount of \$60.00.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer, February 8, 1972.

Your approval as of February 8, 1972 is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
R. D. ASBURY
L. H. Young
Programming Engineer

BMW:alc

RECEIVED
JAN 12 1972

FOR FILING

EHS-T-5025(25)

7674

January 11, 1972

Nelson Electric Company, Inc.
200 East 3th Street
Vancouver, Washington 98660

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7674 for traffic signal
installation on Pearl Street and Warner-
Mills Road in Oregon City on the Cascade
Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc The Actus Casualty & Surety Company
Bond Department
1201 S. W. 12th Avenue
Portland, Oregon 97205

bc F. D. Morgan
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Eulien
Enrique Rodriguez

MONTHLY TRANSACTION NO. 7674 1-23	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 1-3-72	STATE Oregon
PROJECT REPORT NO. 3		COUNTY Clackamas
		PROJECT NO. KHS-T-5025(15) Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administration relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 213 (Cascade Hwy.) on Molalla Ave. at Pearl St. & Warner-Milne Rd. in the City of Oregon City.

"Cascade Hwy. at Pearl St. & Warner-Milne Rd. (Oregon City) Section"

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-23-71	0.000
OTHER (Specify)		

FUNDS

Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT

\$ 34,750.00

FEDERAL FUNDS

\$ 22,082.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

(Division Engineer)

For: **R. E. Simpson**Date executed by
Division Engineer

JAN 3 1972

Oregon State Highway Division

Federal-Aid
Project No. EHS-T-5025(15) Safety

CASCADE HWY. AT PEARL ST. & WARNER MILNE RD.

(OREGON CITY) SECTION

CASCADE HIGHWAY IN CLACKAMAS COUNTY

Salem, Oregon, December 27, 1971

Project Agreement Estimate.

Type Code Y031
Traffic Signals (M.P. 1.28 and M.P. 2.20)

Temporary Protection and	All Required		\$ 550.00
Direction of Traffic	110 cu.yd.	19.00	2,090.00
Embankment in Place	560 sq.yd.	5.50	3,080.00
Concrete Walks	75 sq.yd.	8.00	600.00
Concrete Driveways			
Traffic Signal Installation,	All Required		24,471.00
Complete			<u>\$30,791.00</u>
Flagging (60% of Contractors Cost)	All Required		\$ 700.00
Permanent Striping	All Required		100.00
			<u>\$ 800.00</u>
	Subtotal		\$31,591.00
	10% Engr. & Cont.		3,159.00
	Total		<u>\$34,750.00</u>

Length of Project - - - - - 0.00 mile

Retained in Program Status

Permanent Signing	All Required	\$ 100.00
	Subtotal	\$ 100.00
	10% Engr. & Cont.	10.00
	Total	<u>\$ 110.00</u>

Summary of Funds

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>	<u>Other Funds</u>
Traffic Signals	\$34,750.00	\$22,082.00	\$ 6,334.00	\$ 6,334.00
Retained in Program	<u>110.00</u>	<u>68.00</u>	<u>21.00</u>	<u>21.00</u>
Totals	\$34,860.00	\$22,150.00	\$ 6,355.00	\$ 6,355.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 88Z; Group 8 - 12Z

Contract No. 7674

Prefix: 3-0607

FLOYD QUERY, SECRETARY
SALEM



FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR

G. E. ROLDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

COUNTY-CITY SECTION

Mr. C. H. - Maison ~~XXXXXXXXXX~~
OFFICE

December 22, 1971

Dear Sir:

Attached we hand you, for deposit in the ADVANCE DEPOSITS ACCOUNT Warrants, Checks, Drafts, Cash, etc., as follows:

[illegible]

Receipt of the above is acknowledged.

Signed nm

Dated 12/22

Very truly yours,

OREGON STATE HIGHWAY COMM.

By: *C. A. Neal*
Ass't. Secretary

RECEIVED DEC 21 1971 LETTER OF APPROVAL AND/OR AUTHORIZATION		U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS		FEDERAL AID PROJECT NO. EHS-T-5025(15)	
FOR FILING FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON		PROGRAM NO. ITEM NO. T-458		STATE PROJECT NO. CASCADE HIGHWAY AT PEARL ST. & WARNER MILNE ROAD COUNTY NAME CLACKAMAS PROGRAM STAGE (Check) ☐ 1 ☒ 2	
TO: EHS-T-5025(25) 7674		Mr. R. L. PORTER STATE HIGHWAY ENGINEER SALEM, OREGON			
DATE PS&E APPROVED NOVEMBER 23, 1971		DATE AUTHORIZATION EFFECTIVE NOVEMBER 23, 1971		FEDERAL ROUTE NUMBER SECONDARY ROUTE 147 STATE ROUTE NUMBER CASCADE HIGHWAY ROUTE 160	
LIMITS OF AUTHORITY AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF \$700.00 AND PERMANENT STRIPING BY STATE FORCES IN THE AMOUNT OF \$100.00 AS SHOWN IN YOUR ESTIMATE.					
YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW					
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY		☐ ACQUISITION OF RIGHT-OF-WAY			
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION		☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS			
☒ OTHER (Specify) CONTRACTOR'S FLAGGING \$700.00 PERMANENT STRIPING \$100.00 BY STATE FORCES		☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS			
REMARKS MR. YOUNG'S NOVEMBER 16, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED. A SIGNED COPY OF THE TITLE SHEET IS RETURNED HERewith. FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 - "FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.					
DATE 12-1-71		SIGNATURE OF APPROVING OFFICIAL <i>[Signature]</i>		TITLE FOR DIVISION ENGINEER	

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

NOTED
TOM EDWARDS

RECEIVED
NOV 29 1971

FOR FILING

EH5-T-5025(25)
7674

November 16, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Complete P.S. and H. documents have been submitted to your department for each of the following Federal-aid Projects, and accordingly, we are requesting your authorization to advertise for bids to be received on December 15, 1971:

IMP-1-001-6(51)220
LHS-103025(15)

Deadmans Pass Safety Rest Area
Cascade Hwy. at Pearl St. & Warner-
Hill Rd. (Oregon City) Section

Compliance with paragraph 15 of VPI 21-5.3 has been met concerning project selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-66 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

Mr. R. E. Simpson
November 16, 1971
Page Two

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

Attachment

DAR:dg



FREE
MUNICIPAL
ELEVATOR



CITY OF OREGON CITY

P. O. BOX 631
OREGON CITY, OREGON 97045

November 10, 1971

PHONE 656-5266 *Bikes*

Mr. Richard Bladorn
Urban Program Engineer
Oregon State Highway Department
Salem, Oregon 97310

RE: TOPICS
Oregon City

Dear Mr. Bladorn:

The including of approximately 1,100 feet of 5-foot wide concrete sidewalk along the east side of Molalla Avenue from Hilltop Avenue to Hillcrest Avenue in the approved TOPICS traffic light project at Warner-Milne Road and Molalla Avenue, is approved.

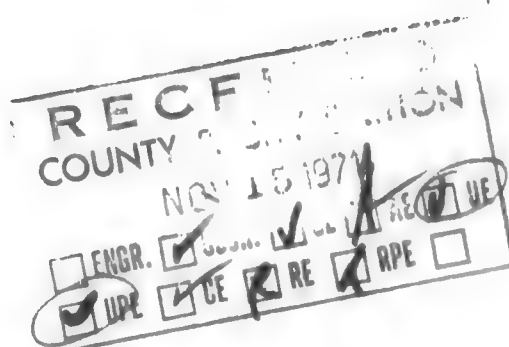
It is our understanding that the City's portion of the sidewalk cost is acceptable as a portion of the required expenditure the City is to make for bicycle pathways.

Very truly yours,

John B. Donahue

JOHN B. DONAHUE
City Engineer

JBD:rl



11-15-71

CC: F.L. HALL
L.H. Young

RECEIVED
NOV 12 1971
UNITED STATES GOVERNMENT
Memorandum
FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 5, 1971

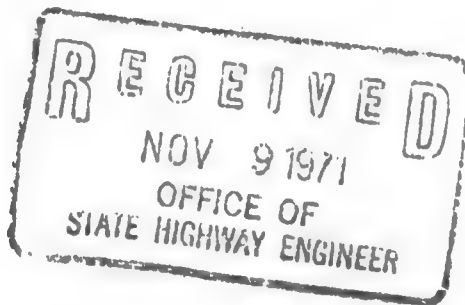
In reply refer to: 08-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5025(11) TOPICS
Cascade Highway @ Pearl St. and Warner-Milne Road
Location/Design Approval

Location/design approval in accordance with the requirements
of Paragraph 10 of PPM 20-8 is hereby given for the
construction of the subject TOPICS project in Oregon City
as requested in Mr. Klaboe's October 20 letter.

NOTED
F. B. KLABOE



PPK
11-10-71
Young
Cox



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 10 1971

LETTER OF APPROVAL AND/OR AUTHORIZATION
FOR FILING

11-571

T-5025(11)

STATE PROJECT NO.
CASCADE HIGHWAY AT PEARL
STREET & MILNE ROAD

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
CLACKAMAS

ITEM NO.
T-45

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

~~215-T-5025(25)~~

7674

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

NOTED
F. B. KLABOE

DATE PS&E APPROVED

DATE AUTHORIZATION
EFFECTIVE

NOVEMBER 5, 1971

FEDERAL ROUTE NUMBER

FEDERAL AID SECONDARY ROUTE 147

STATE ROUTE NUMBER

CASCADE HIGHWAY ROUTE 160

GENERAL LOCATION:

ON MOLLALA AVE. IN OREGON CITY

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY
TO OBTAIN PS&E APPROVAL.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN

☒ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT

☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Young
11-8-71

NOTED
TOM EDWARDS

DATE

11-5-71

SIGNATURE OF APPROVING OFFICIAL

TITLE

DIVISION ENGINEER

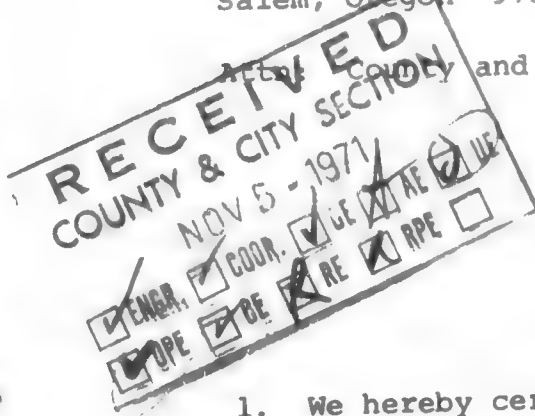
FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 8-68)
WILL BE USED

OREGON STATE HIGHWAY COMMISSION
State Highway Building
Salem, Oregon 97310

11-5-71

CC: L. W. RUCIEN
C. G. SWENSON
R. N. CHASE
T. W. LITCHFIELD
J. R. OAKES



and City Section

SUBJECT: Federal Aid Project No. T-5025(11)

Project Name Cascade Hwy. @ Pearl St.

& Warner-Milne Road

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.
2. We hereby certify that:
 - ☒ Additional right-of-way will not be required for this project.
 - ☐ There has been no displacement of persons from residences, farms, or businesses; or
 - ☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.
 - ☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.
3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon,

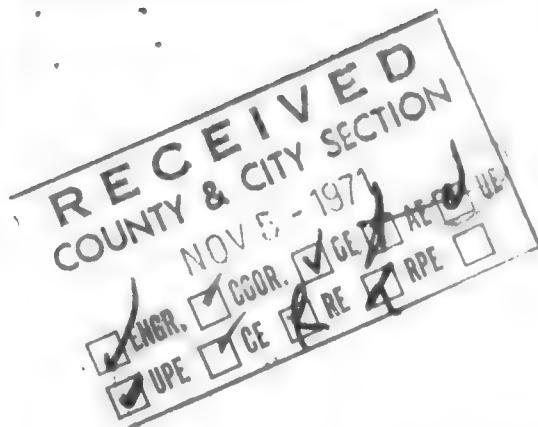
this 3rd day of November, 19 71.

City of Oregon City

Mayor

General Manager

Recorder



11-5-71

CC: F. B. CRANDALL
L. W. RULIEN
C. G. SWENSON
R. N. CHASE
W. N. BRYANT - FHWA

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5025(11)
Project Name: Cascade Hwy. @ Pearl
St. & Warner-Milne Road

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:



We do not wish to salvage any materials and these items will become the property of the contractor upon removal.



We do wish to have these materials salvaged* and request that the contractor be directed to stock-pile these items at _____
We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at Oregon City, Oregon, this 3rd day of
November, 19 71.

CITY OF OREGON CITY

By [Signature]

Title General Manager

By _____

Title _____

* If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

October 22, 1971

(date)

Mr. Alfred Simonson
City Manager
City Hall
Oregon City, Oregon 97045

RECEIVED

OCT 26 1971

CITY RECORDER
CLERK OREGON CITY

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Cascade Highway (Safety/TOPICS)
Section Cascade Hwy. @ Pearl Street & Warner Milne Road: Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION

NOV 2 - 1971

☒ ENDR. ☒ CORR. ☒ CE ☒ RE ☒ RPE ☐ UPE

November 3, 1971
(date)

By

General Manager

By

Commissioner

By

Commissioner

cc: L. H. Young
Attn: Duane Ridings

TRANSACTION NUMBER 11-28

FORM PR-48
REV. 7-67)U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATE HIGHWAY DEPARTMENT

DATE
11-2-71

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

BY (Signature)

OREGON

MR. YOUNG'S OCTOBER 27, 1971 PR-9

TITLE

PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS

☐ FAI☐ FAP☐ FAV☐ FAS☒ OTHERS

TOPICS

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION

WORK

STAGE 1*

ITEM NOS. _____ THRU _____

STAGE 2

ITEM NOS. _____ THRU _____

ITEM NO.

PROJECT NOS.

LENGTH
(Miles)TOTAL
ESTIMATED COSTFEDERAL
FUNDS

45-8

EHS-T-5025(15)

0.0

48,000

30,500

CASCADE HIGHWAY AT PEARL
STREET AND WARNER-MILNE
ROAD (OREGON CITY)INSTALL TRAFFIC
CONTROL SIGNALS AND
CONSTRUCT FOOT PATH.

REMARKS (Divided)

NOV 8 - 1971

FOR FILING

EHS-T-5025(15)

7674

RECOMMENDED

DATE

SIGNATURE AND TITLE

DATE
11-2-71SIGNATURE AND TITLE
R. E. STIMPSON, DIVISION ENGINEER

APPROVED

NOTED
TOM EDWARDS

RECEIVED

OFFICE OF
STATE HIGHWAY ENGINEERDig to Speed
11-4-71

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

MONTHLY TRANSACTION NO. 11-28					FORM PR-1 (REV. 4-61)					FEDERAL				
DATE SUBMITTED TO W.O. NOV 2 1971					10-28-71									
CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) SR 213 @ Pearl St. & Warner-Milne Rd.					ADT	PRESENT 13,500	FUTURE 25,000					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Traffic Signals					NATL. FOREST	FH ROUTE NO.	SUPV AGENCY	DA CLASSIF.	DA AREA	EMERG. YR. EHS			
CARD 4	CLASS OF FEDERAL FUNDS TOPICS										COUNTY NAME			
	NAME OF URBAN AREA Portland										ROUTE T NO. S			
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL				
	1	(14-18)	(19)	41	42	43	44	53						
	5				PE		SR 213 (Cascade Hwy.) on Molalla Ave. at Pearl St. & Warner-Milne Rd. in the city of Oregon City.							
	5				ROW									
	5				CONST (CODE) (Safety) Y031 Y051	3								
		3e					"Cascade Hwy. at Pearl St. & Warner-Milne Rd. (Oregon City) Section."	0.0	48,000	30,5				
								0.0	48,000	30,5				
CARD 1	CODE 1	PREPARED BY					PROJECT TOYALS							
1	14	PROGRAM APPROVAL DATES												
FHWA OREGON DIVISION														

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA (PPM 21-1)

ADT		PRESENT 13,500	FUTURE 25,000	YEAR 91	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 077	ITEM NO. 45-R
DA CLASSIF.		DA AREA	EMERG. YR. EHS	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER (S) EHS - T -		NUMBER 5025	SEQ. NO. (15)	T. Projects Only POST MI. DESIG.
COUNTY NAME Clackamas		STATE 160		U.S.		PROGRAM STAGE 1 OR ☒ 2			
ROUTE T NO. S		FEDERAL-AID 147							
ESTIMATED PROJECT COST BY PHASES									
MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)				
0.0	48,000	30,500	8,750	8,750 (city)	Install Traffic Control Signals and construct foot path. ROW - 40' min.: Access Control - none; Parking Restrictions - partial.				
0.0	48,000	30,500	8,750	8,750 (city)					
REMARKS Additional Data: Item 45-A, Project T-5025(11).									

RECEIVED
COUNTY & CITY SECTION
NOV 4 - 1971
☐ ENGR. ☒ COOR. ☐ CE ☐ AE ☐ SE
☐ OPE ☐ CE ☒ RE ☐ RPE ☐

Existing Facilities:

Molalla Ave. (Cascade Hwy.): 44' curbed section, 2 traffic lanes.
Pearl Street: 24' curbed section, 2 traffic lanes.
Warner-Milne Rd.: 36' curbed section, 2 traffic lanes.

Project Data: The proposed work is as follows:

1. Install traffic actuated control signals on Molalla Ave. (Cascade Hwy.) at Pearl Street intersection and at Warner-Milne Rd. intersection. (Type Code Y031; est. cost \$47,500)
2. Construct pedestrian footpath on the easterly side of Molalla Rd. (Cascade Hwy.) for approximately 400' northerly from Hilltop Rd. (Type Code Y051; est. cost \$500)

NOTE: The proposed signal work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the two intersections have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that the two intersections have experienced a high number of accidents. The proposed signals by controlling flow of traffic will reduce substantially the number of accidents occurring at these intersections.

The pedestrian footpath is necessary for pedestrian safety and is therefore classified as "Safety Improvement Work" because striping 22' of the roadway along the easterly side of Molalla Ave. to provide two traffic lanes for northbound traffic at the intersection with Warner-Milne Rd. eliminates the shoulder area which in the past accommodated pedestrian traffic.

This project is programmed under the provision of section "Emergency Highway Safety Program", paragraph (a) of IM 30-5-71.

Additional Right-of-Way: None required.

System Action: FAP Type II System approved by FHWA March 25, 1971.

WARNER-MILNE RD.

Airports, Railroads, Water Developments, Historical and Recreational Areas:

None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

Clearinghouse Approval: State and District 2 (CRAG) exempt per working agreements dated April 28, 1970 and September 18, 1970 respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Environmental Impact Statement: Waiver of the requirement of an environmental statement for the project was requested from FHWA Division Engineer, as provided for under the provisions of paragraph 3f(3) of PPM 21-18, under separate letter of July 16, 1971.

Access Control: None

Parking Restrictions: Parking to be prohibited on east side of Molalla Ave. (Cascade Hwy.) for a short distance north and south of Warner-Milne Rd. intersection.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 100% of project is on FA Secondary System.

MONTHLY TRANSACTION NO.		11-30		FORM PR-9 (REV. 6-61)		10-28-71		REQUIRE OF INDIVIDUAL (PP)				
DATE SUBMITTED TO W.O.												
CARD 2	REPORT NUMBER 3	PROJECT LOCATION (45 typewriter spaces) SR 213 @ Pearl St. & Warner-Milne Rd.				ADT	13,500	FUTURE 25,000				
CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) P.E. & Traffic Signals				NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY						
						FH ROUTE NO	SUPVAGCY	DA CLASSIF.	DA AREA			
CARD 4	CLASS OF FEDERAL FUNDS 1				TOPICS				COUNTY NAME			
	NAME OF URBAN AREA 17-31				F.A. SYSTEM							
	Portland				Secondary							
CARD 5	LINE NO.	CHNG CODE	PROJ. COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL
1	(146B)	16	41	42	43 - 46	53						
5					PE ROW CONST (Safety)		ITEM AS NOW PRO- GRAMED	45	T-5025(11)	SR 213 (Cascade Hwy.) on Molalla Ave. at Pearl St. & Warner-Milne Rd. in the city of Oregon City	0.0	2,000
											0.0	48,000
										PROJECT TOTAL	0.0	50,000
5					PE ROW CONST (Safety)		RE- QUESTED REVISION	45-A	T-5025(11)	(Same as above)	0.0	2,000
CARD A	A form PR-1 or PR-9 has been submitted Yes				PROJECT WITHDRAWN				PROJECT TOTAL		0.0	2,000

Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

NOV 4 1971

ENGR. ☒ CORR. ☒ DE ☒ AF ☒ PPM. ☒
CODE CODE
☒ UPE ☒ CE ☒ RE ☒ RPE ☒

ITEM NO.

45

ADT

13,500

FUTURE

25,000

YEAR

91

REGION

08

STATE NAME

Oregon

FOR MISCELLANEOUS FUNDS ONLY

PROJECT NUMBER

I PROJECTS ONLY

DA CLASSIF.

69

DA AREA

70

EMERG. YR.

71

PL AUTH YR

72

PREFIX LETTER(S)

T-

NUMBER-AGR. NO.

5025(11)

POST MI.

13

DESIG.

27

COUNTY NAME

Clackamas

CODE

14 005

Secondary

RTE NO.

T S

FEDERAL AID

147

STATE

(32)

160

U.S.

(36)(37)

(41)

TERMINI

MILES

PROJECT COST

TOTAL COST

FEDERAL FUNDS

STATE FUNDS

CHARACTER OF
PROPOSED WORK

(Cascade Hwy.)
alla Ave. at
St. & Warner-Milne
the city of
City

0.0

2,000

1,270

365

365 (City)

P.E. all phases;
Install traffic
signals & const.
foot path.

0.0

48,000

30,500

8,750

8,750 (City)

PROJECT TOTAL

0.0

50,000

31,770

18,230

0.0

2,000

1,270

365

365 (City)

Preliminary Engineer-
ing - All Phases
(Future: Install
traffic signals &
const. foot path)

as above)

PROJECT TOTAL

0.0

2,000

1,270

730

MONTHLY TRANSACTION NO.		FORM PR-9 (REV. 6-61)									
DATE SUBMITTED TO W.O.		10-28-71									
REQUE OF INDIVIDUAL (P)											
CARD 2	REPORT NUMBER (19) (20) 21	PROJECT LOCATION (45 typewriter spaces) 65									
CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28	NATL. FOREST 62 (63) (64) (65) (66) (67) (68) (69) (70) (71) (72) (73)	FOR MISCELLANEOUS FUNDS ONLY FH ROUTE NO. SUPVACV DA CLASSIF. DA AREA EMERG. YR.								
CARD 4	CLASS OF FEDERAL FUNDS 1 NAME OF URBAN AREA 17-81		F.A. SYSTEM COUNTY NAME								
CARD 5	LINE NO.	CHNG CODE	PROJ JECT COUNT CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL
1	(1408)	16	41	42	43 - 46	53				(84) (85) (86)	
5					PE ROW CONST (Safety	Re- quested Revi- sion	45-B	EHS- T- 5025(15)	SR 213 (Cascade Hwy.) on Molalla Ave. at Pearl St. & Warner- Milne Rd. in the city of Oregon City.	0.0	48,
									PROJECT TOTAL	0.0	48,
5					PE ROW CONST	RE- QUESTED REVISION					(116)
CARD 1	A form PR-1 or PR-9 has been submitted Yes within the last 7 days. ☐		PROJECT WITHDRAWN YES ☐		PROJECT TOTAL		REASON FOR CHANGE: To split project as orig Project T-5025(11) and Item 45-B, Project path. This action is being taken in ord maybe programmed and obligated under IM				
1	COLUMN 14 → CODE 11		CODE 2								
NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.											
DATE OF INITIAL APPROVAL: August 4, 1971					PROGRAM REVISION REQUESTED DATE October 28, 1971			RECON DATE			
OTHER:					SIGNATURE Program and Planning Engineer			SIGNATURE TITLE			
If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.											
PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61											

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

ADT	FUTURE (66)	YEAR (70) (71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (2) (3) 4	APPN. CODE 6 (14)	ITEM NO. (18)
					PROJECT NUMBER I PROJECTS ONLY		
FOR MISCELLANEOUS FUNDS ONLY				NUMBER-AGR. NO.	POST MI. MI.	DESIG. (24) (26)	27
DA CLASSIF. 69	DA AREA 70	EMERG. YR. 71 72	PL AUTH YR. 73 74	PREFIX LETTER(S) 75 14	23 7	13	CODE 14 16
COUNTY NAME				RTE NO.	FEDERAL AID (32)	STATE (36) (37)	U.S. (41)

TERMINI	MILES	PROJECT COST			CHARACTER OF PROPOSED WORK
		TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
Cascade Hwy.) la Ave. at & Warner- in the city on City.	0.0	48,000	30,500	8,750 8,750 (City)	Install Traffic Control Signals and construct pedestrian footpath.
PROJECT TOTAL	0.0	48,000	30,500	17,500	
PROJECT TOTAL		(16)	(23) (24)	(32)	

FOR CHANGE: To split project as originally programmed into two separate projects as item 45-A, T-5025(11) and Item 45-B, Project EHS-T-5025(15) install traffic signals and const. foot. This action is being taken in order that the physical construction of project EHS-T-5025(15) be programmed and obligated under IM 30-5-71, "Emergency Highway Safety Program", paragraph (a).

REQUESTED	RECOMMENDED	APPROVED
DATE	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
TITLE	TITLE	TITLE

ENGINEER

Classes of funds involved.

RECEIVED
COUNTY & CITY SECTION
NOV 4 - 1971

☐ ENGR. ☐ CORR. ☐ CE ☒ AE ☐ UE
☒ UPE ☐ CE ☐ RE ☒ RPE ☐

USCOMM-DC 48908-P81

NOTICE REQUESTING HIGHWAY
LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the City of Oregon City and the Oregon State Highway Division are requesting the Federal Highway Administration's location-design approval for a proposed installation of traffic actuated signals and pedestrian walkway facility at the intersections of the Cascade Highway (ORE 213) at Pearl Street and Warner-Milne Road, within the City of Oregon City, Clackamas County, Oregon.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying if interested persons desire.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * * *

DNH:ljt
10/18/71

ENTERPRISE-COURIER, Oregon City

RECEIVED
OCT 18 1971

EHS-T-5025(25)
7674

October 12, 1971

City of Oregon City
City Hall
Oregon City, Oregon 97045

Attention: John A. Ducl
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4328

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement pertaining to the Cascade Highway at Pearl Street and Warner-Milne Road.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

Att.

CC

H. S. Cox
(conf. agree.)

TRANSACTION NUMBER 8-15

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

M PR-48
J. 7-671

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

TOPICS

STATE HIGHWAY DEPARTMENT
OREGON
DATE 8-4-71

BY (Signature)
MR. ASBURY'S JULY 29, 1971 LETTER

TITLE

PROGRAM & PLANNING ENGINEER

OTHER IDENTIFICATION AND/OR REMARKS (Sheet)

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAV ☐ FAS ☒ OTHERS

STAGE 1 M NOS.	THRU	STAGE 2 ITEM NOS.	45	THRU	FEDERAL FUNDS	LOCATION	WORK
PROJECT NOS.		LENGTH (Miles)	TOTAL ESTIMATED COST				
5	T-5025(11)	0.0	50,000		31,770	CASCADE HIGHWAY AT PEARL STREET AND WARNER-MILNE ROAD (OREGON CITY)	PRELIMINARY ENGINEERING INSTALL TRAFFIC SIGNALS AND CONSTRUCT FOOT PATH.

MARKS (Division)

YOU ARE HEREBY AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

RECEIVED
AUG 10 1971
FOR FILING

7674
T-5025(11)

RECOMMENDED

SIGNATURE AND TITLE

DATE 8-4-71

SIGNATURE AND TITLE
R. E. SIMPSON, DIVISION ENGINEER

APPROVED

NOTED
F. B. ELAND

NOTED
TOM EDWARDS

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

RECEIVED
AUG 4 1971

WA-121 (12-67)

UNITED STATES GOVERNMENT
FOR FILING

Memorandum

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5025(-)
Cascade Highway @ Pearl Street and
Warner - Milne Road
City of Oregon City

Waiver of environmental statement requirements as provided for by
Section 3f(3) of PPM 21-18 for the subject project as requested
in Mr. Bladorn's July 19 letter is approved.

We concur that due to the minor nature of the work under this
project, the environmental impact will not be significant.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

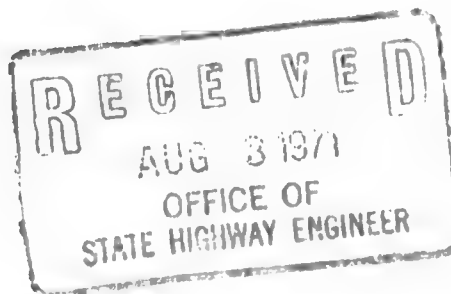
DATE: August 2, 1971

In reply refer to: 08-35-EC

Klaboe

REFERRED TO

Young
AUG 11 1971
Uw. Enon



NOTED
F. D. EDWARDS

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MONTHLY TRANSACTION NO.		8-15		FORM PR-1 (REV. 4-61)		FEDERAL-AID (PR)	
DATE SUBMITTED TO W.O.		AUG 4 1971		7-29-71			
CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) SR 213 @ Pearl St. & Warner-Milne Rd.			ADT		PRESENT 13,500
	(18)	(20)	21	(68)	(69)	(70)	FUTURE 25,000
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E. & Traffic Signals			NATL. FOREST	FH ROUTE NO.	SUPV AGENCY	DA CLASSIF.
	(18)	(20)	21	(62)	(63)	(65)	(66)
				(68)	(69)	(70)	EMERG. YR. A-1
				(71)	(72)	(73)	PL.
CARD 4	CLASS OF FEDERAL FUNDS			TOPICS			COUNTY NAME
	NAME OF URBAN AREA Portland			027			ROUTET NO. S
	17-31						FEDERAL
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)
	(14)	(15)	41	42	43	44	45
5	10				PE	3	SR 213 (Cascade Hwy.) on Molalla Ave. at Pearl St. & Warner-Milne Rd. in the city of Oregon City.
5					ROW		
5	30			3	CONST (CODE) Safety X031 X051	3	"Cascade Hwy. at Pearl St. & Warner-Milne Rd. (Oregon City) Section."
CARD 1	CODE 1	PREPARED BY			PROJECT TOTALS		
1	14	PROGRAM APPROVAL DATES					
FHWA OREGON DIVISION							
AUG 5 1971							

(84)	(85)	(86)	(87)
0.00	2,000		1,270
0.00	48,000		30,500
0.00	50,000		31,770
(10)	(11)	(12)	(13)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

29-71

ADT		PRESENT 13,500	FUTURE 25,000	YEAR 91	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 077	ITEM NO. 45
SUPV AGCY		DA CLASSIF.	DA AREA	EMERG. YR. A-1	PL. AUTH YR.	PREFIX LETTER(S) T-	PROJECT NUMBER 5025	SEQ. NO. (11)	I. Projects Only POST M. DESIG.
COUNTY NAME Clackamas		CODE 005		PROGRAM STAGE ☐ 1 OR ☒ 2					
ROUTE NO. S 027		FEDERAL-AID 147		STATE 160		U.S.			
MILES	ESTIMATED PROJECT COST BY PHASES				CHARACTER OF PROPOSED WORK (Full description)				
	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS					
0.00	2,000	1,270	365	365 (City)	P.E. all phases; Install traffic signals & const. foot path.				
RECEIVED COUNTY & CITY SECTION AUG 6 - 1971 ☐ ENGR. ☒ CORR. ☐ CEMENT ☒ ASPHALT ☐ UPE ☐ CE ☐ RE ☐ RPE ☐									
0.00	48,000	30,500	8,750	8,750 (City)					
0.00	50,000	31,770	9,115	9,115	ROW - 40' min.; Access Control - none; Parking Restrictions - partial.				

REMARKS Preliminary Engineering
Field Work - \$1,000
PS&E Prep. - 1,000
\$2,000

over

Existing Facilities:

Molalla Ave. (Cascade Hwy.): 44' curbed section, 2 traffic lanes.
 Pearl Street: 24' curbed section, 2 traffic lanes.
 Warner-Milne Rd.: 36' curbed section, 2 traffic lanes.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Install traffic actuated control signals on Molalla Ave. (Cascade Hwy.) at Pearl Street intersection and at Warner-Milne Rd. intersection. (Type Code Y031; est. cost \$47,500)
3. Construct pedestrian footpath on the easterly side of Molalla Rd. (Cascade Hwy.) for approximately 400' northerly from Hilltop Rd. (Type Code Y051; est. cost \$500)

NOTE: The proposed signal work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the two intersections have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that the two intersections have experienced a high number of accidents. The proposed signals by controlling flow of traffic will reduce substantially the number of accidents occurring at these intersections.

The pedestrian footpath is necessary for pedestrian safety and is therefore classified as "Safety Improvement Work" because striping 22' of the roadway along the easterly side of Molalla Ave. to provide two traffic lanes for northbound traffic at the intersection with Warner-Milne Rd. eliminates the shoulder area which in the past accommodated pedestrian traffic.

Additional Right-of-Way: None required.

System Action: Tentative FAP type II System approved by FHWA March 25, 1971.

PEARL ST. & WARNER-MILNE RD. (OREGON CITY) SEC.

I-5025 (11)

Airports, Railroads, Water Developments, Historical and Recreation Areas:
None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

Clearinghouse Approval: State and District 2 (CRAG) exempt per working agreements dated April 28, 1970 and September 18, 1970 respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Environmental Impact Statement: Waiver of the requirement of an environmental statement for the project was requested from FHWA Division Engineer, as provided for under the provisions of paragraph 3f(3) of PPM 21-18, under separate letter of July 16, 1971.

Access Control: None

Parking Restrictions: Parking to be prohibited on east side of Molalla Ave. (Cascade Hwy.) for a short distance north and south of Warner-Milne Rd. intersection.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 100% of project is on FA Secondary System.

VA March 25,

OREGON STATE HIGHWAY DIVISION AUTHORITY FOR SURVEY

Section ^{de} Cascade Hwy. at Pearl St. and Warner-Milne Road

Date July 12, 1971, 19

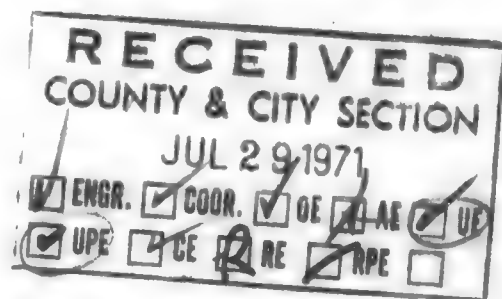
Highway Cascade (OREGON CITY)

Authorization No. 1

County Clackamas

Survey Prefix
(Assigned by Salem office)

Description of termini, route, length, etc.:



TOPICS PROJECT

Purpose of survey: Prepare plans, estimate, and specifications for traffic signal installation and pedestrian walk way.

Estimate of cost:

500-

Field (901)	~~\$1000.00~~
Final Design (905)	\$ 650.00
Traffic (911)	\$1200.00
Specifications (921)	\$ 150.00

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Traffic Office Engineer

Recommended for Approval

Traffic Control Engineer

SP-52449-734

Field Engineer

Division Engineer

PROGRAM & PLAN. DIV.

P. E. APPR.

FED. - AID T STATE

Total estimated cost of survey

2500-
~~2000.00~~

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Recommended for Approval:

Operations Engineer

Approved:

Ass't

State Highway Engineer

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

DATE: July 6, 1971

CITY: Oregon City SECTION: Cascade Hwy @ Pearl St. & Warner-Milne Rd.
PROPOSED WORK: Signals & footpath

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	\$48,000	\$28,800	\$ 9,600	\$ 9,600	
P.E.	2,000	1,200	400	400	
		FIELD 1,000		P.S. & E. Preparation	1,000

EXISTING FACILITIES:

Cascade Hwy.-44' curb to curb - 2 lane
Pearl St. -24' curb to curb - 2 lane
Warner-Milne Rd.-36' curb to curb - 2 lane

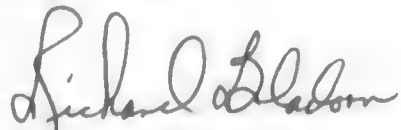
PROJECT DATA:

Install traffic actuated traffic control signals on the Cascade Highway (Molalla Avenue) at Pearl Street and at Warner-Milne Road.

Provide pedestrian walkway.

PROJECT NO.: T-5025()
ADDITIONAL RIGHT OF WAY: None
SYSTEM ACTION: Type II System approved by FHWA, March 25, 1971
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: FAS 147
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 2 CLEARINGHOUSE APPROVAL: Exempted September 18, 1971
HEARING: None
ACCESS CONTROL: None
PARKING RESTRICTIONS: Parking to be prohibited on east side of Cascade Highway north and south of Hilltop Road.
ADT: 13,500

10/19/70
RB:lat


Richard Bladorn
Urban Program Engineer
County and City Section

CITY OF OREGON CITY
PROPOSED TOPICS PROJECT

Cascade Hwy. (FAS 147) @ Pearl Street and Warner-Milne Road (Oregon City)
Section. Traffic signals, \$50,000.

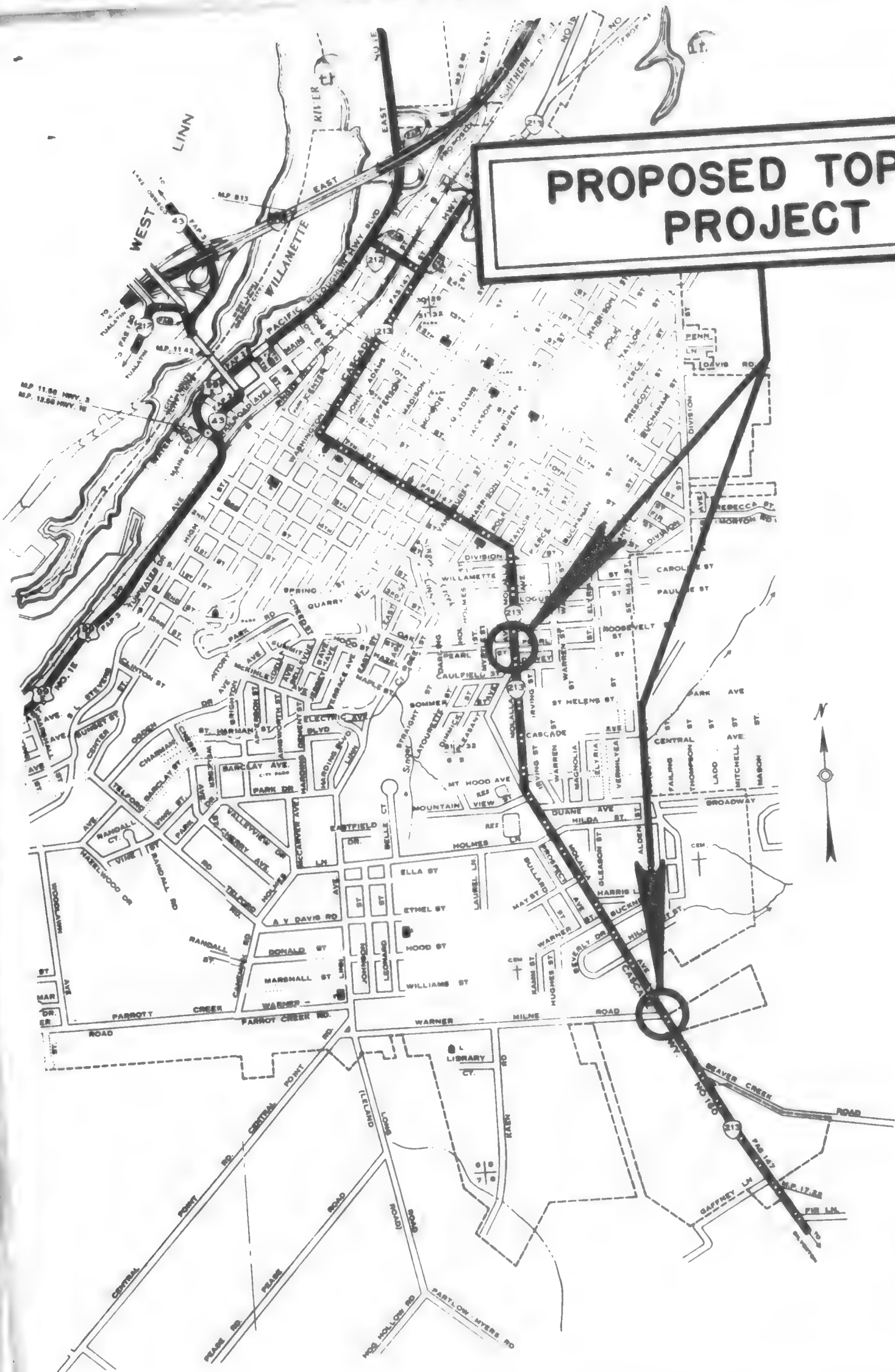
Install traffic actuated traffic control signals on the Cascade Hwy.
(Molalla Avenue) at Pearl Street and at Warner-Milne Road.

Provide pedestrian walkway.

A public hearing will not be required.

71-d
5/28/71

PROPOSED TOPICS PROJECT



OREGON CITY

RESOLUTION NO. 71-11

WHEREAS, Oregon City desires to avail itself of Federal and State grants under TOPICS Project Program in regard to three projects in Oregon City hereinafter set forth; and

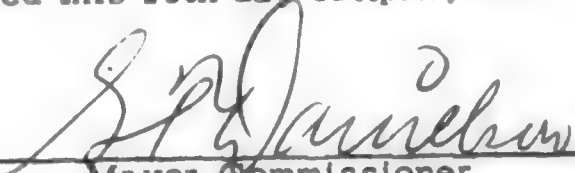
WHEREAS, an official request must be submitted for said three projects,

NOW THEREFORE BE IT RESOLVED by the City Commission of Oregon City that request is hereby made that the following projects be included in the TOPICS Project Program, to-wit:

1. Singer Hill and 10th Street railroad crossing gates.
- ✓ 2. Molalla Avenue and Pearl Street traffic light.
- ✓ 3. Molalla Avenue and Warner-Milne Road traffic light and channelization.

BE IT FURTHER RESOLVED by the City Commission of Oregon City that the City Manager be and he is hereby authorized and directed to execute all instruments necessary therefor.

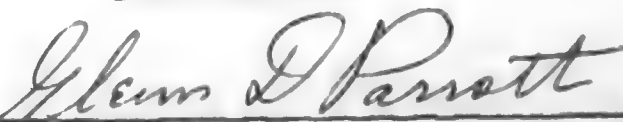
Adopted, signed and approved this 15th day of April, 1971.



Mayor-Commissioner



Commissioner



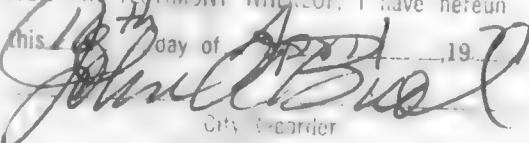
Commissioner

Comprising the City Commission of
Oregon City, Oregon

STATE OF OREGON)
COUNTY OF CLATSOP) ss

I, JOHN A. BUCK, City Recorder of the City of Oregon City, do
hereby certify that the foregoing copy of

Resolution 71-11
has been by me compared with the original and that it is a cor-
rect transcript therefrom, and the whole of such original, a
true and correct copy of the same, appears on file and of record in my office and in n
my custody. IN TESTIMONY WHEREOF, I have hereun

by my hand this 15th day of April, 1971.

City Recorder

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date April 16, 1971

Name of City Oregon City
Major Street Name Molalla Avenue and Pearl Street
Section Name Division Street-Hilda Street (Oregon City) Section
Cascade Highway

Location of Project (Attach sketch map) Length Intersection
On Which System? Primary I Primary II or Secondary x

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: ; o
is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? No (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain Molalla Avenue is State Highway, Oregon 213

General description of proposed project: Install traffic signal at Molalla Avenue and Pearl Street intersection.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

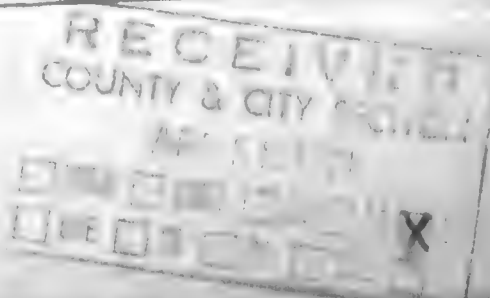
1. Proposed Location: Intersection of Molalla Avenue and Pearl Street (approximately mile point 15.70 on State Highway, Oregon 213)

2. Type: a. Traffic Control
1. Pretimed x
2. Traffic-actuated
(a.) Full traffic-actuated (x)
(b.) Semi-traffic-actuated x
(c.) Volume density-actuated
(d.) Pedestrian actuated (x)

b. Flashing Beacon

Footnotes:

*Sign + dist. improved.
pedestrian warnings*



- c. Caution _____
- d. Drawbridge _____
- e. Lane-direction _____
- f. Other _____

3. Number of Phases:

- a. Two x
- b. Three _____
- c. Multiple _____

4. Is interconnection for coordination necessary? No Remarks: _____

If so, by cable or leased telephone line? _____

5. Type of Suspension:

- a. Mast Arm x
- b. Span Wire _____
- c. Signal Bridge _____

6. Paint Color Desired: *

7. Present Signalization: None

8. Other Remarks: _____

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: Not applicable

2. Type:
- a. Mercury Vapor _____
 - b. Fluorescent _____
 - c. High-pressure Sodium _____
 - d. Incandescent _____

3. Luminaire Distribution Type and Classification:

- | | |
|--------------|-------------|
| a. I _____ | d. IV _____ |
| b. II _____ | e. V _____ |
| c. III _____ | |

Footnotes: *To be determined in preliminary engineering

4. Luminaire Wattage:

- a. 175 _____
- b. 250 _____
- c. 400 _____

- d. 700 _____
- e. 1000 _____

5. Luminaire Spacing: _____

6. Maintained Intensity: _____

7. Uniformity Ratio: _____

8. Proposed Mounting Height:

- a. 30 ft. _____
- b. 40 ft. _____

- c. 45 ft. _____
- d. 50 ft. _____

9. Pole Type: a. Wood _____
b. Steel _____
c. Aluminum _____

10. Operating Voltage: a. 120 _____
b. 240 _____

- c. 480 _____
- d. Series _____

11. Type of Wiring: a. Overhead _____
b. Underground _____

12. Present Illumination: _____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Not applicable
2. Desired Work: _____
3. Typical Cross Section: _____
4. Curbs? _____ If so, a. Type Desired: (Standard, monolithic, rolled, or special) _____
b. Exposure _____ inches
c. Width between curbs _____ ft.
d. Desired curb radius _____ ft.
5. Surfacing: A.C. _____ P.C.C. _____ Oil _____ Other _____
6. Present Typical Cross Section and Surfacing: _____
7. Traffic Control Signing:
a. By City at City Expense? _____
b. By State at City Expense? _____
(NOTE: These signs must be in place prior to FHWA acceptance.)
8. Striping:
a. By City at City Expense? _____
b. By State at City Expense? _____
(NOTE: Striping must be completed prior to acceptance.)
9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
a. Length _____ ft.
b. Width _____ ft.
c. Type _____
d. Location: _____

Footnotes:

IV. STRUCTURE DATA:

1. Location: Not applicable
2. Desired Work: _____
3. Name of Structure: _____
4. Name of Stream, Street or Facility being Spanned: _____
5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)
6. Are sidewalks desired? _____ Width? _____ ft. Location _____
7. Is a particular type of structure and design desired? _____
Explain: _____
8. Can street be closed during construction? _____
9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____
10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____ Width _____ ft.
d. Shoulders: Type _____ Width _____ ft.
11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____
a. By City? _____
b. By Contractor? _____
13. Will any of the following utilities be attached to the structure?
a. Water Mains: _____ Size: _____
Owner: _____
b. Sanitary Sewer Mains: _____ Size: _____
Owner: _____
c. Storm Sewer: _____ Size: _____
Owner: _____
d. Gas Mains: _____ Size: _____
Owner: _____
e. Power Lines: _____
Owner: _____
f. Telephone Lines: _____
Owner: _____
g. Other Utilities: _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____

15. Does City wish lightpost bases and conduit installed? _____
16. Are there any unusual or complicating conditions? _____
Explain: _____

17. Describe Existing Structure: _____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? Variable ft.
a. Maximum: 60 ft.
b. Minimum: 40 ft.

2. Will additional right-of-way be needed? No Explain: _____
To be installed on existing right-of-way _____

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? No
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
Explain: _____

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: _____

8. Are utilities on existing right-of-way by? Permit Yes or Franchise Yes (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner _____
_____, and dates between which water can be turned off: _____
From _____ To _____ Location: _____

10. Are there any railroad crossings? No Location: _____

Footnotes:

- a. Name of Railroad _____
- b. Number of tracks: Mainline _____ Siding _____ Total _____
- c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.
- d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph
- e. Angle of Intersection: _____
- f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____
- g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____
- h. Proposed Type Crossing and Protection: _____
- i. Are there to be stopping lanes for buses and trucks? _____
- j. Will crossing be altered to the extent that will require a P.U.C. hearing?
(1.) Does City wish State to prepare P.U.C. hearing data? _____
(2.) Will P.U.C. application be made by? State _____
City _____
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: \$ 51,000.00
(Federal + State + City)
2. Estimated Cost of Requested Project \$ 23,000.00
3. Date Match Money is Available: July 1, 1971
4. Will there be any 100% City money? No
(Non-participation items)
5. Maximum Amount of 100% City Money: \$ No

Footnotes:

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: System has been submitted
and Oregon City is working with CRAG on area wide Type II System.

2. Existing Conditions Necessitating This Proposed TOPICS Project:
High speed traffic on Molalla Avenue, poor visibility, dangerous
turning movements on both streets, dangerous pedestrian crossings.

3. This Project Would Accomplish the Following:
Orderly control of traffic, thus generally improving traffic
movement.

This application is not complete unless a sketch map showing the location of the
project is attached.

The Oregon Commission
April, 19 71, adopted Resolution No. 71-11 on the 15th day of
No., as the case may be, requesting this TOPICS project.

By Alfred Simonson
ALFRED SIMONSON, General Manager
By _____

TOPICS PROJECT REQUEST ADDENDUM

- CITY OF OREGON CITY

Page 7, Item No. 8 - Utilities on Existing Right-of-way

Project: Molalla Avenue and Pearl Street

Owner

Type

City of Oregon City
by permit

Sewer and water

Northwest Natural Gas Co.
by franchise

Gas lines

Pacific Northwest Bell Telephone Co.
by franchise

Telephone lines

Portland General Electric Co.
by franchise

Electrical service

All utilities are within the improved portion of existing right-of-way.

OREGON CITY

LEGEND

RAILROAD, TWO TRACKS



RAILROAD, ONE TRACK



MANHOLE



CATCH BASIN



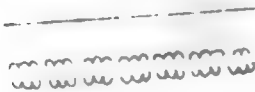
FENCE



WALL



FIELD OR OTHER LINE



HEDGE

BRUSH OR TREE LINE



INDIVIDUAL TREES



ORCHARD



POLES WITH LINES (TELEPHONE, TRANSMISSION, ETC)



POLES WITHOUT LINES (LIGHT, ETC)



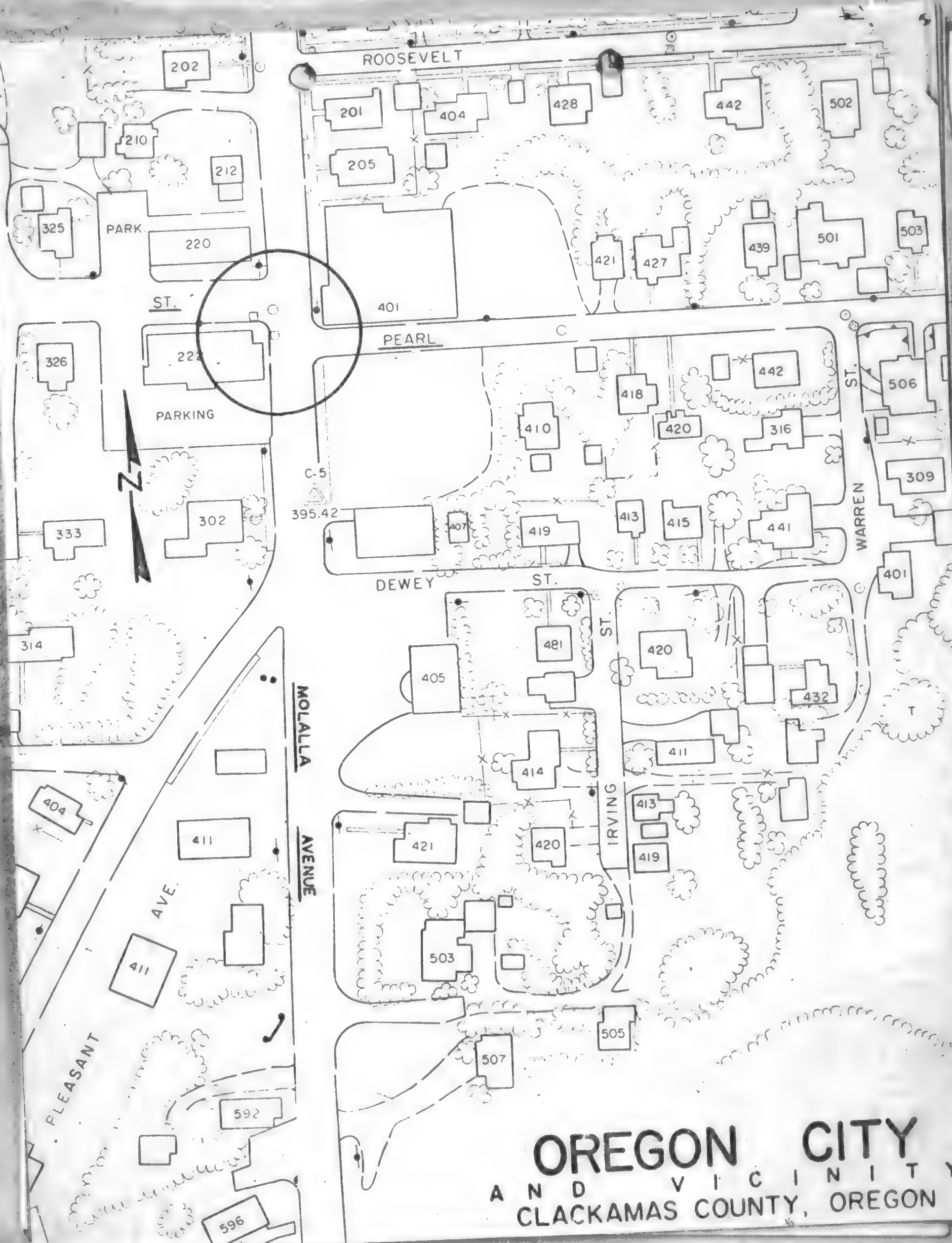
FIRE HYDRANT



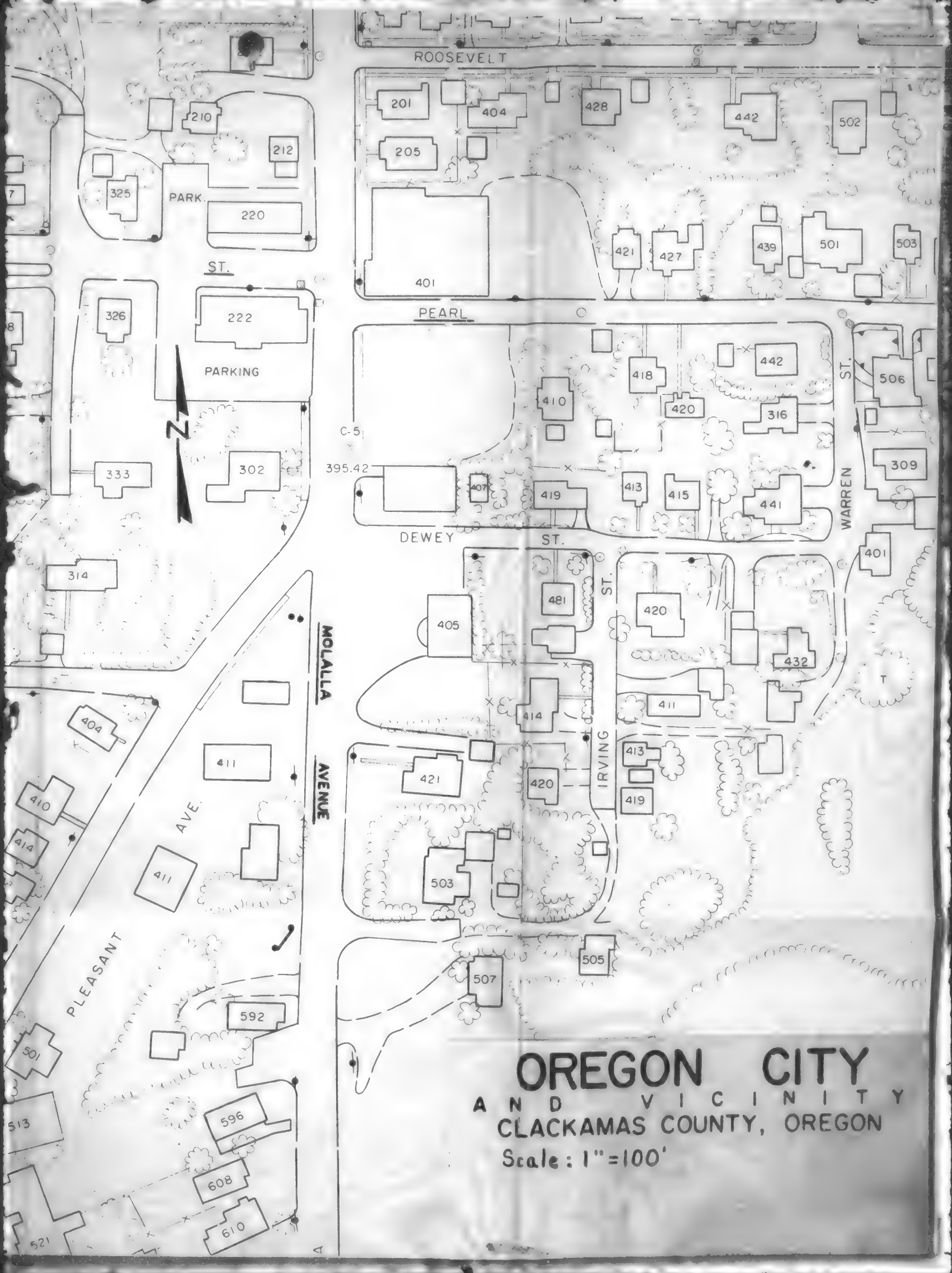
SIDEWALK



OREGON CITY
AND VICINITY
CLACKAMAS COUNTY, OREGON



OREGON CITY
AND VICINITY
CLACKAMAS COUNTY, OREGON



OREGON CITY
AND VICINITY
CLACKAMAS COUNTY, OREGON
Scale: 1"=100'



OR
AND
CLACK
Scale:

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date April 16, 1971

Name of City Oregon City
Major Street Name Molalla Avenue & Warner-Milne Road
Section Name Hilda Street-Beavercreek Road (Oregon City) Section
Cascade Highway

Location of Project (Attach sketch map) Length Intersection
On Which System? Primary I Primary II or Secondary x

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: _____; or
is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? No (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain Molalla Avenue is State Highway, Oregon 213

General description of proposed project: Install traffic signals at Molalla Avenue and Warner-Milne Road Intersection

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: Intersection of Molalla Avenue and Warner-Milne Road (approximately M.P. 16.67 on State Highway, Oregon 213)

2. Type: a. Traffic Control _____
1. Pretimed _____
2. Traffic-actuated _____
(a.) Full traffic-actuated x
(b.) Semi-traffic-actuated _____
(c.) Volume density-actuated _____
(d.) Pedestrian actuated x

b. Flashing Beacon _____

Footnotes:

RECEIVED
COUNTY & CITY ENGINEER

APR 16 1971
CLERK OF COURT

- c. Caution _____
- d. Drawbridge _____
- e. Lane-direction _____
- f. Other _____

3. Number of Phases:
- a. Two x
 - b. Three _____
 - c. Multiple _____

4. Is interconnection for coordination necessary? No Remarks: _____
- _____
- If so, by cable or leased telephone line? _____

5. Type of Suspension:
- a. Mast Arm x
 - b. Span Wire _____
 - c. Signal Bridge _____

6. Paint Color Desired: *

7. Present Signalization: None

8. Other Remarks: _____
- _____

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: Not applicable
- _____

2. Type:
- a. Mercury Vapor _____
 - b. Fluorescent _____
 - c. High-pressure Sodium _____
 - d. Incandescent _____

3. Luminaire Distribution Type and Classification:
- | | |
|--------------|-------------|
| a. I _____ | d. IV _____ |
| b. II _____ | e. V _____ |
| c. III _____ | |

Footnotes: *To be determined in preliminary engineering.

- ### Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: *
2. Desired Work: Developed foot path for possible 4-lane
3. Typical Cross Section: *
4. Curbs? No If so, a. Type Desired: (Standard, monolithic, rolled, or special) _____
b. Exposure _____ inches
c. Width between curbs _____ ft.
d. Desired curb radius _____ ft.
5. Surfacing: A.C. _____ P.C.C. _____ Oil _____ Other Not applicable
6. Present Typical Cross Section and Surfacing: _____
See attachment A
7. Traffic Control Signing:
a. By City at City Expense? _____ c. Project Expense x
b. By State at City Expense? _____
(NOTE: These signs must be in place prior to FHWA acceptance.)
8. Striping:
a. By City at City Expense? _____ c. Project Expense x
b. By State at City Expense? _____
(NOTE: Striping must be completed prior to acceptance.)
9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
a. Length 700 ft.
b. Width 6.0 ft.
c. Type *
d. Location: *

Footnotes:

*To be determined in preliminary engineering.

IV. STRUCTURE DATA:

1. Location: Not applicable
2. Desired Work: _____
3. Name of Structure: _____
4. Name of Stream, Street or Facility being Spanned: _____
5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)
6. Are sidewalks desired? _____ Width? _____ ft. Location _____
7. Is a particular type of structure and design desired? _____
Explain: _____
8. Can street be closed during construction? _____
9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____
10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____ Width _____ ft.
d. Shoulders: Type _____ Width _____ ft.
11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____
- (NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____
a. By City? _____
b. By Contractor? _____
13. Will any of the following utilities be attached to the structure?
a. Water Mains: _____ Size: _____
Owner: _____
b. Sanitary Sewer Mains: _____ Size: _____
Owner: _____
c. Storm Sewer: _____ Size: _____
Owner: _____
d. Gas Mains: _____ Size: _____
Owner: _____
e. Power Lines: _____
Owner: _____
f. Telephone Lines: _____
Owner: _____
g. Other Utilities: _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____

15. Does City wish lightpost bases and conduit installed? _____
16. Are there any unusual or complicating conditions? _____
Explain: _____

17. Describe Existing Structure: _____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? Variable ft.
a. Maximum: 90 ft.
b. Minimum: 60 ft.
2. Will additional right-of-way be needed? No Explain: _____
To be installed on existing right-of-way _____
3. Shall State prepare right-of-way descriptions? No
4. Is a public hearing necessary? No
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)
5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)
6. Will this project affect any park or recreation facility? No
Explain: _____
7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: _____
8. Are utilities on existing right-of-way by? Permit Yes or Franchise Yes (Attach list of utilities, owner, type and location within project limits.) Attachment B
9. Are there any irrigation facilities? No Name of Owner _____
off: _____, and dates between which water can be turned
From _____ To _____ Location: _____
10. Are there any railroad crossings? No Location: _____

Footnotes:

- a. Name of Railroad _____
- b. Number of tracks: Mainline _____ Siding _____ Total _____
- c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.
- d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph
- e. Angle of Intersection: _____
- f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____
- g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____
- h. Proposed Type Crossing and Protection: _____
- i. Are there to be stopping lanes for buses and trucks? _____
- j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____
(1.) Does City wish State to prepare P.U.C. hearing data? _____
(2.) Will P.U.C. application be made by? State _____
City _____
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: \$ 51,000.00
(Federal + State + City)
2. Estimated Cost of Requested Project \$ 25,000.00
3. Date Match Money is Available: July 1, 1971
4. Will there be any 100% City money? No
(Non-participation items)
5. Maximum Amount of 100% City Money: \$ No

Footnotes:

VII. GENERAL INFORMATION

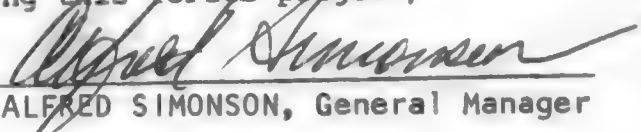
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2. Existing Conditions Necessitating This Proposed TOPICS Project: High speed traffic on Molalla Avenue, dangerous turning movements, poor sight distance, dangerous pedestrian crossing

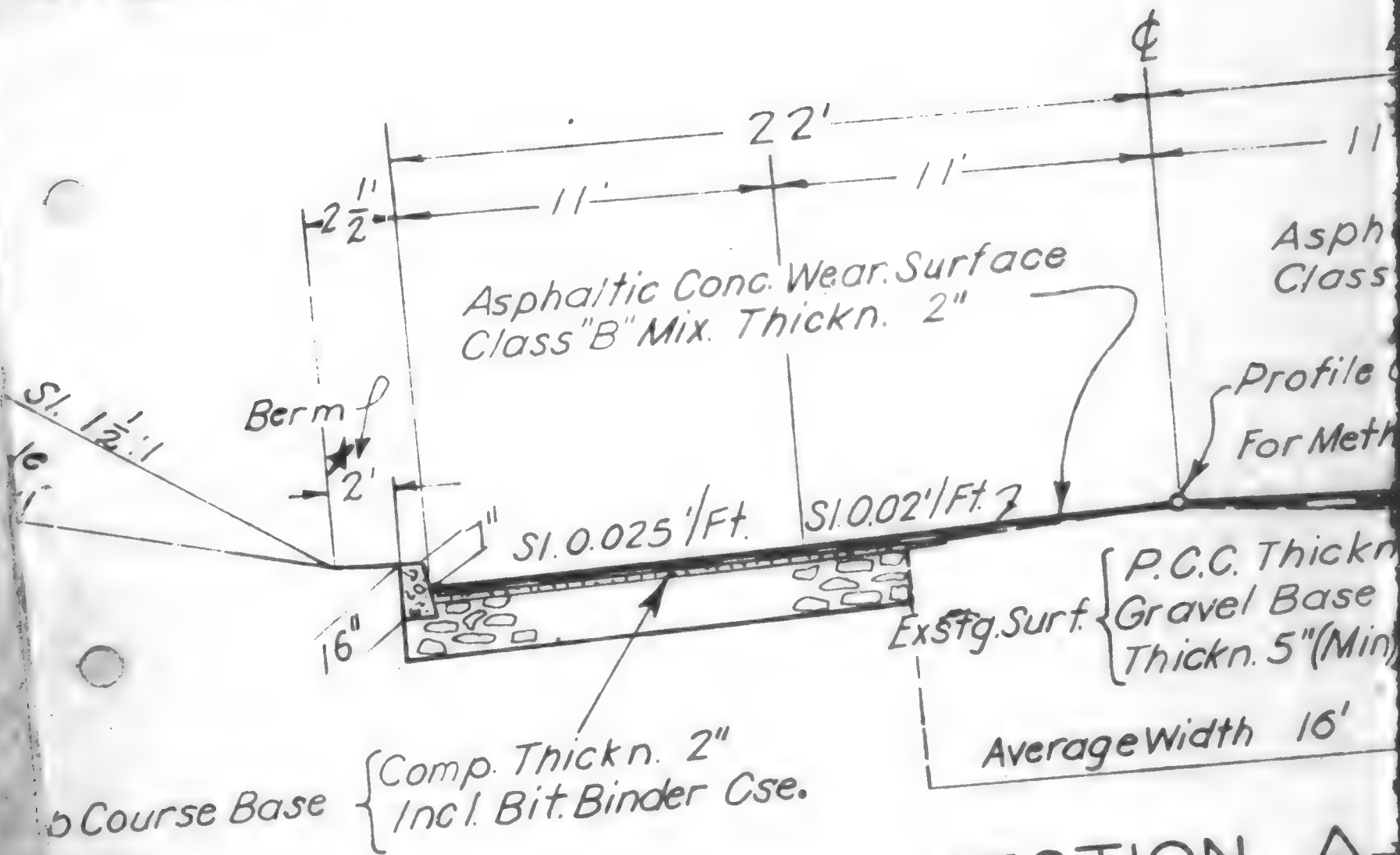
3. This Project Would Accomplish the Following: Orderly control of traffic. Thus generally improving traffic movement.

This application is not complete unless a sketch map showing the location of the project is attached.

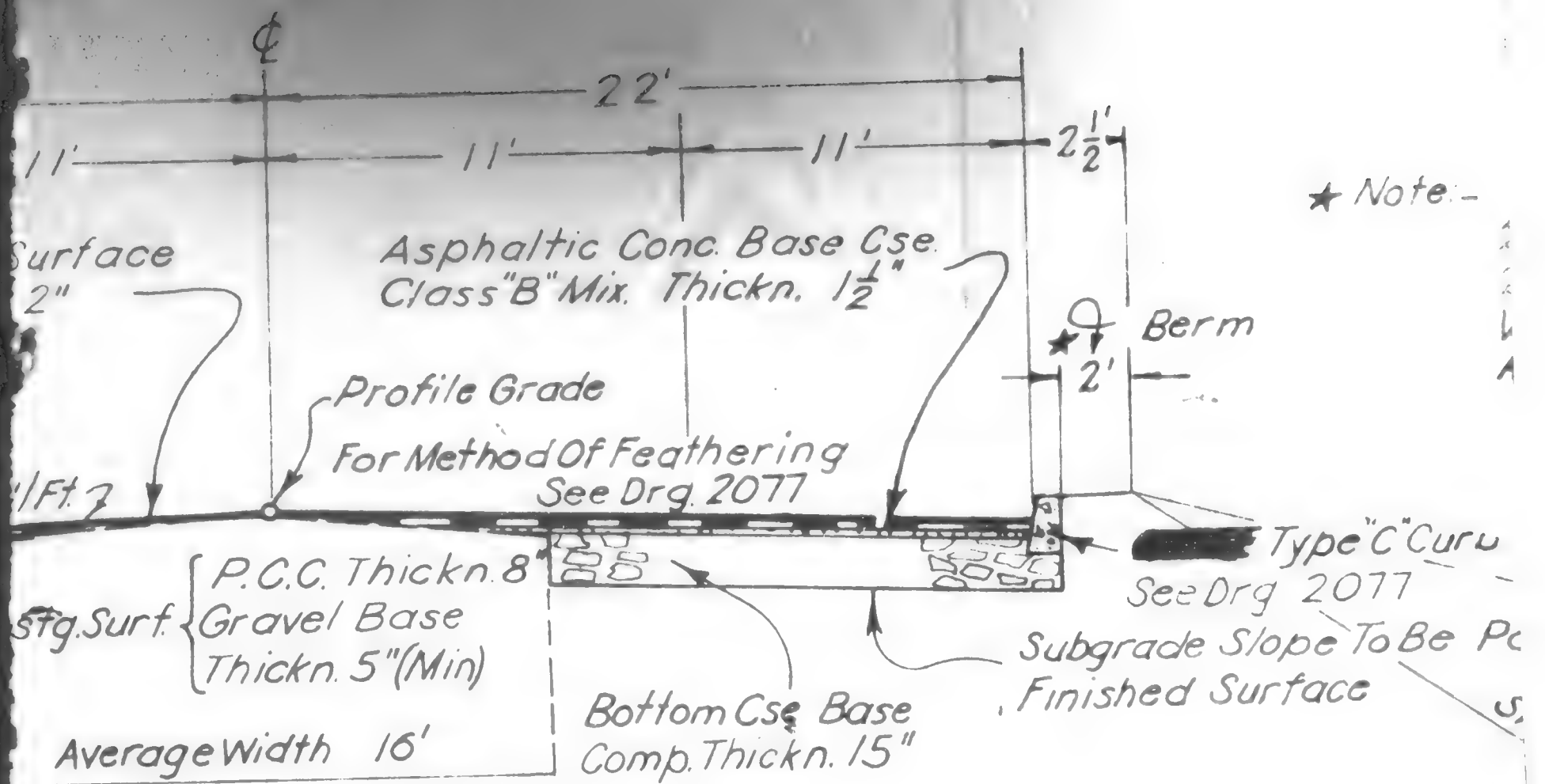
The Oregon City ~~Council~~ Commission on the 15th day of April, 1971, adopted Resolution No. 71-11 or Ordinance No. _____, as the case may be, requesting this TOPICS project,

By 
ALFRED SIMONSON, General Manager
By _____

Attachment A



SECTION A-



SECTION A-A

CITY OF OREGON CITY

- ATTACHMENT B

TOPICS PROJECT REQUEST ADDENDUM

Page 7, Item 8 • Utilities on existing right-of-way

Project: Molalla Avenue and Warner-Milne Road

Owner

Type

City of Oregon City
by permit

Water and sewer

Northwest Natural Gas Co.
by franchise

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by franchise

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Portland General Electric Co.
by franchise

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LEGEND

RAILROAD, TWO TRACKS



RAILROAD, ONE TRACK



MANHOLE



CATCH BASIN



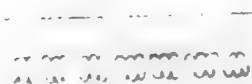
FENCE



WALL



FIELD OR OTHER LINE



BRUSH OR TREE LINE



INDIVIDUAL TREES



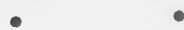
ORCHARD



POLES WITH LINES (TELEPHONE, TRANSMISSION, ETC)



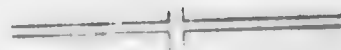
POLES WITHOUT LINES (LIGHT, ETC)



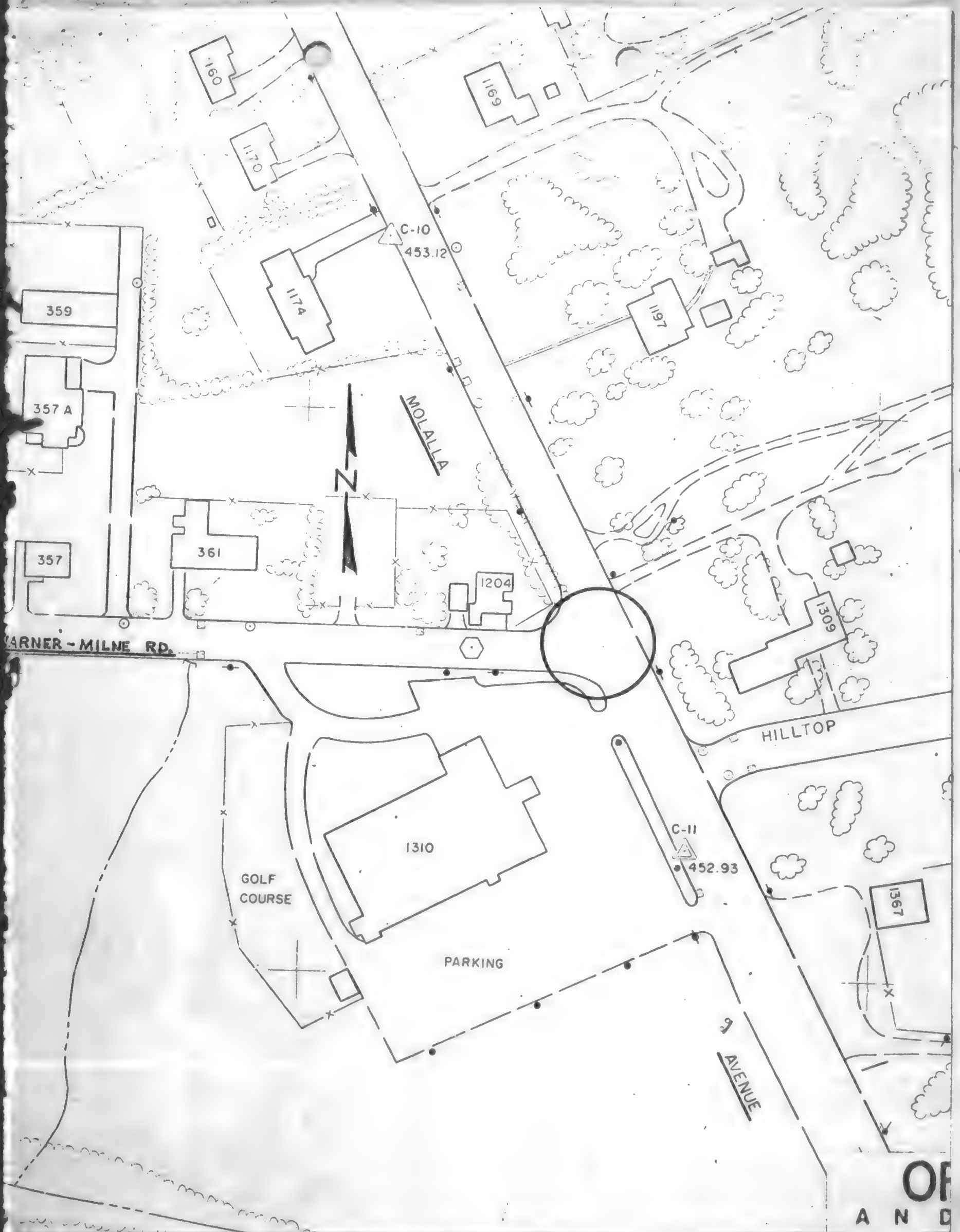
FIRE HYDRANT

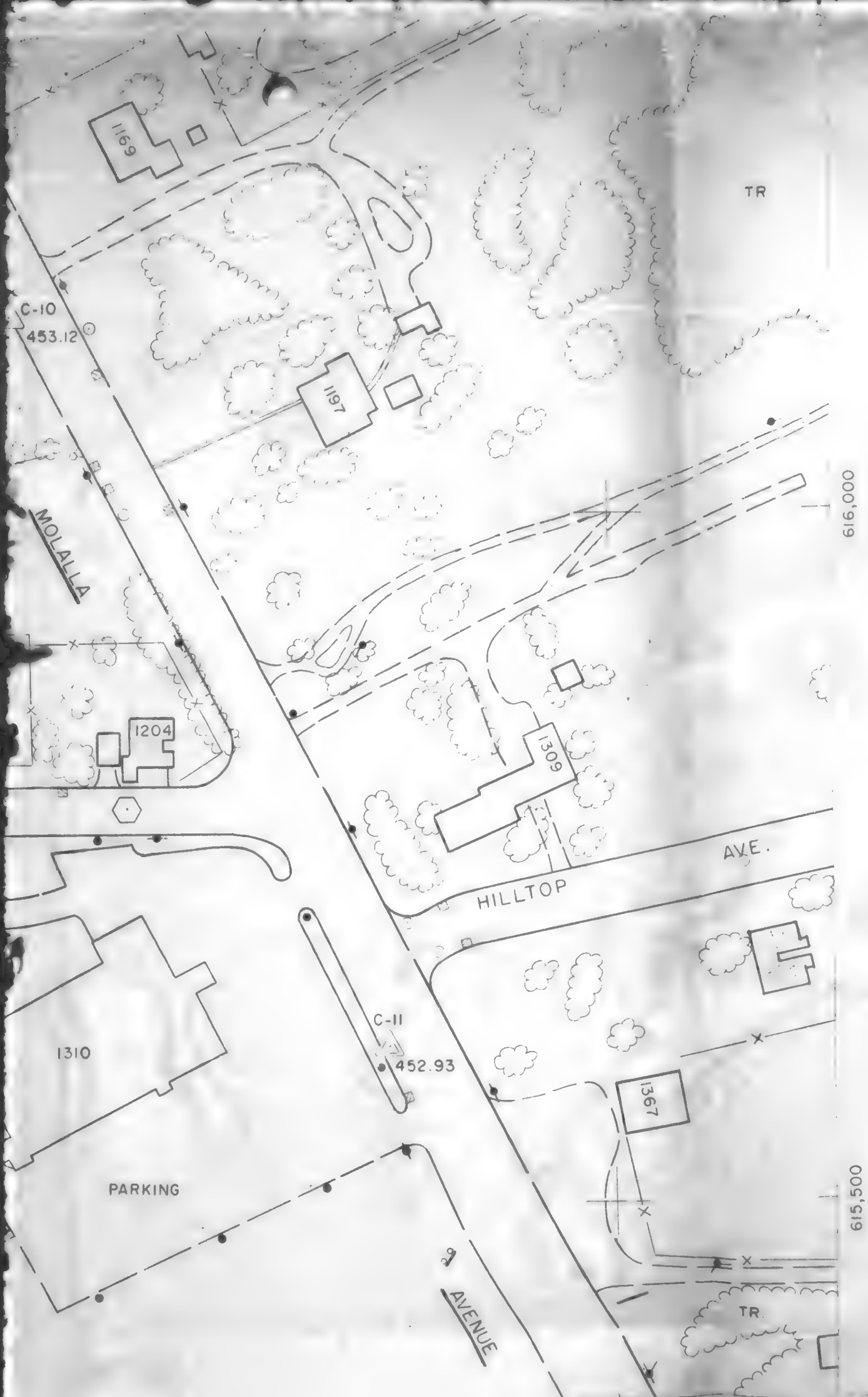


DEWALL

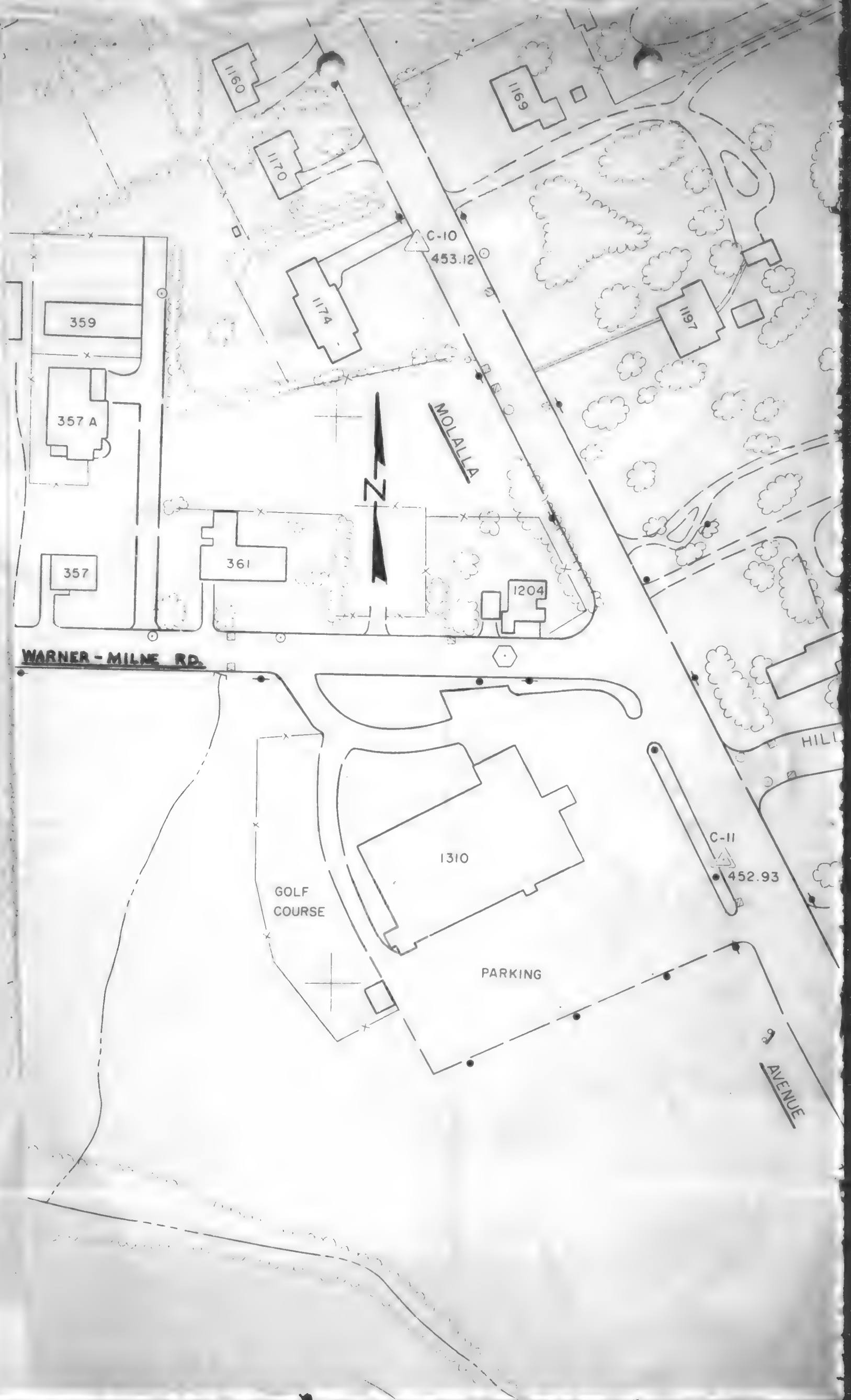


OREGON CITY
AND VICINITY
CLACKAMAS COUNTY, OREGON





OREGON CITY
AND VICINITY
CLACKAMAS COUNTY, OREGON
Scale: 1" = 100'



MAP OF OREGON CITY CLACKAMAS COUNTY OREGON

SCALE 1 IN. = 600'
REVISED JAN. 1965

BY CR. STRANHMER

25 30
36 31

STREET INDEX

2

ADAMS RD.
ADAMS, JOHN ST.
ADAMS, JOHN Q. ST.
ALBION ST.
ALDEN ST.
APPERSON ST.
APPERSON

BARKER AVE.
BARKER RD.
BARCLAY AVE.
BEE ST.
BELL ST.
BELLEVUE AVE.
BEVERLY DRIVE
BLANCHARD ST.
BOYNTON ST.
BRIGHTON AVE.
BUCHANAN ST.
BUCKNER LANE
BULLARD ST.
BURKE ST.

CANEMAN RD.
CASCADE AVE.
CAUFIELD ST.
CENTER ST.
CENTRAL POINT RD.
CHAPMAN ST.
CHERRY AVE.
CLINTON ST.
CREED ST.

DARLING ST.
DAVIS CO. RD.
DELL AVE.
DEWEY ST.
DIXIE ST.
DIVISION ST.
DONALD ST.
DUANE AVE.

EASTFIELD DR.
EAST ST.
EIGHTEENTH ST.
EIGHTH ST.
EIGHTY-SECOND HWY.
ETHEL ST.
ELEVENTH ST.
ELLA ST.
ELMAR DRIVE
ELURIA ST.

FIFTEENTH ST.
FIFTH AVE.
FIFTH ST.
FIRST AVE.
FIRST ST.
FOURTEENTH ST.
FOURTH AVE.
FOURTH ST.
FIR ST.

GANDONG ST.
GLACIER CT.
GLEASON ST.
GRANDVIEW AVE.
GRANT ST.
GREEN POINT ST.

HARDING BLVD.
HARRIS LANE
HARRISON ST.
HAZELWOOD DR.
HAZEL ST.
HEDGES ST.
HIGH ST.
HILDA ST.
HILLCREST
HOLMES LANE
HOLMES ST.
HOOD ST.
HOOD ST.
HUGHES ST.

IRVING ST.
JACKSON ST.
JEFFERSON ST.
JEROME ST.
JOHNSON ST.
JOSEPHINE ST.

KAHN ST.
KANE ST.
KING RD.

LELAND CO. RD.
LAFAYETTE AVE.
LAUREL LANE
LAUNTON CO. RD.
LEONARD ST.
LINCOLN ST.
LINN AVE.
LOGUS ST.
LATOURLETTE ST.

MADRONA DR.
MADRONA CT.
MADISON ST.
MAGNOLIA ST.
MAIN ST.
MAPLE ST.

MARSHALL AVE.
MARSHALL ST.
MAY ST.
MILLER ST.
MOLALLA AVE.
MORRIS ST.
MOSS ST.
MOUNTAIN VIEW ST.
MOUNT HOOD AVE.
MYRTLE ST.
MCCARVER AVE.
MCKINLEY AVE.
MCKINLEY BLVD.
MCKINLEY PROM.

NETZEL ST.
NINTH ST.
OAK ST.
OGDEN DR.

PACIFIC HWY.
PAQUET ST.
PARK DR.
PARK RD.
PEARL ST.
PIERCE ST.
PLEASANT AVE.
POLK ST.
PRESCOTT ST.
PROHIBITORY AVE.
PROSPECT AVE.
PENN LANE

QUARRY ST.
RAILROAD AVE.
RANDALL CT.
RANDALL ST.
RANDALL RD.
REBECCA ST.
ROOSEVELT ST.

ST. HELENS ST.
SECOND ST.
SELMA ST.
SEVENTEENTH ST.
SEVENTH ST.
SINGER HILL RD.
SIXTEENTH ST.
SIXTH AVE.
SOMMER ST.
SOUTH END RD.
SOUTH FIRST ST.
SOUTH SECOND ST.
SOUTH THIRD ST.
SPRING ST.
STRAIGHT ST.
SUMMIT ST.
SUNNY LANE
SUNSET ST.

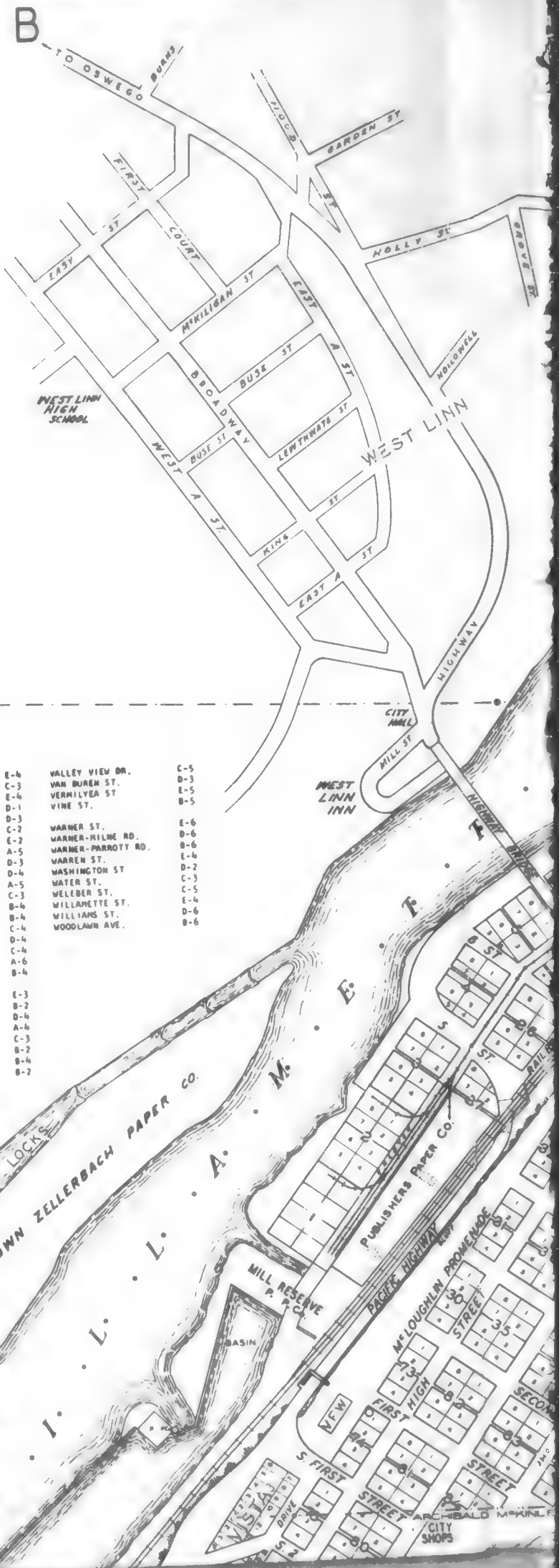
TAYLOR ST.
TENTH ST.
TERRACE AVE.
THIRD AVE.
THIRD ST.
THIRTEENTH ST.
TUMWATER DR.
TWELFTH ST.

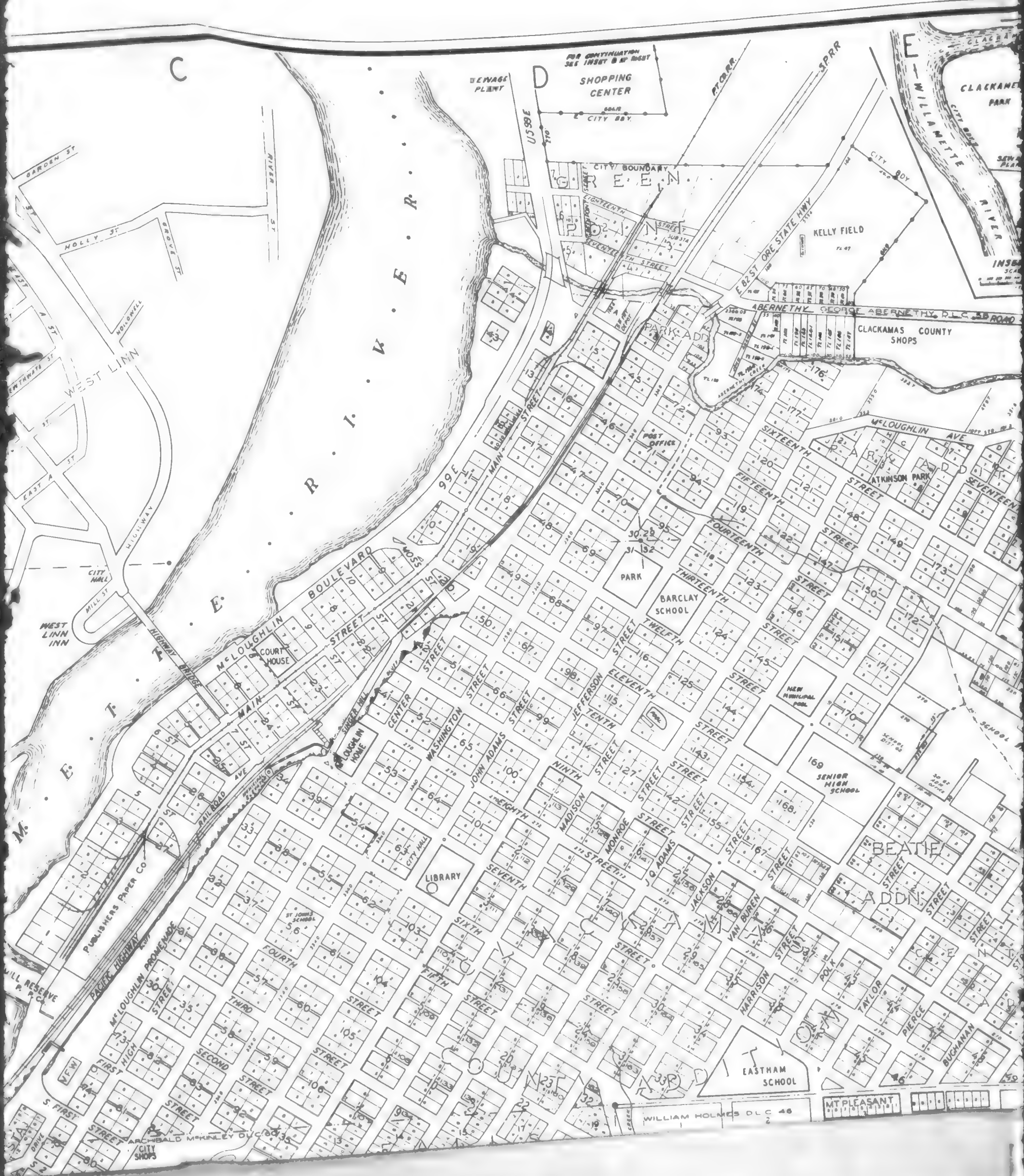
VALLEY VIEW DR.
VAN BUREN ST.
VERMILYEA ST.
VINE ST.

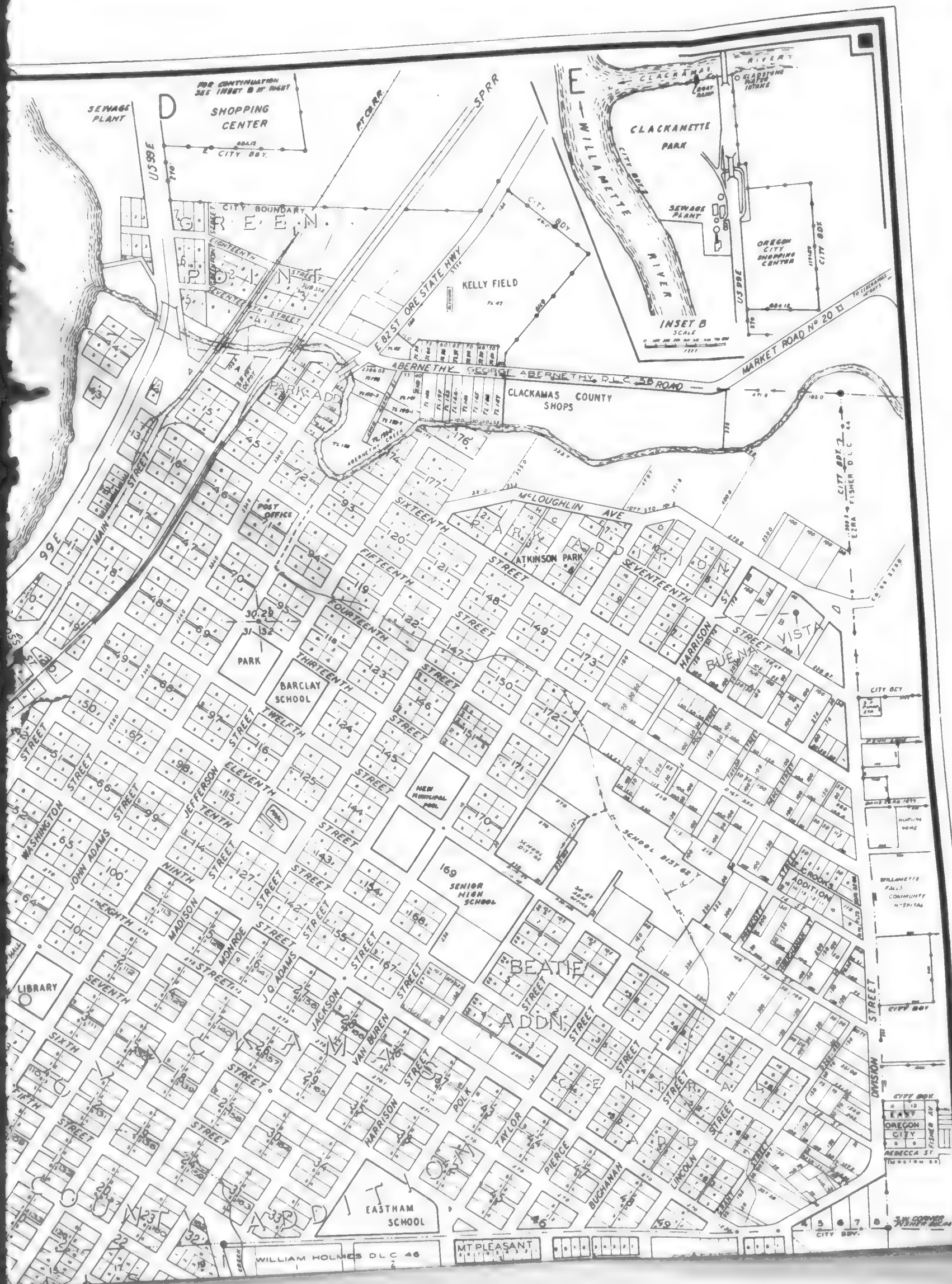
WARNER ST.
WARNER-HILME RD.
WARNER-PARROTT RD.
WARREN ST.
WASHINGTON ST.
WATER ST.
WELLES ST.
WILLAMETTE ST.
WILLIAMS ST.
WOODLAWN AVE.

C-5
D-3
E-5
B-5
E-6
D-6
B-6
E-4
D-2
C-3
C-5
E-4
D-6
B-6

3





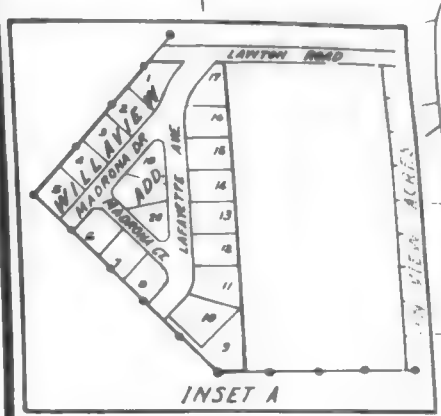


4

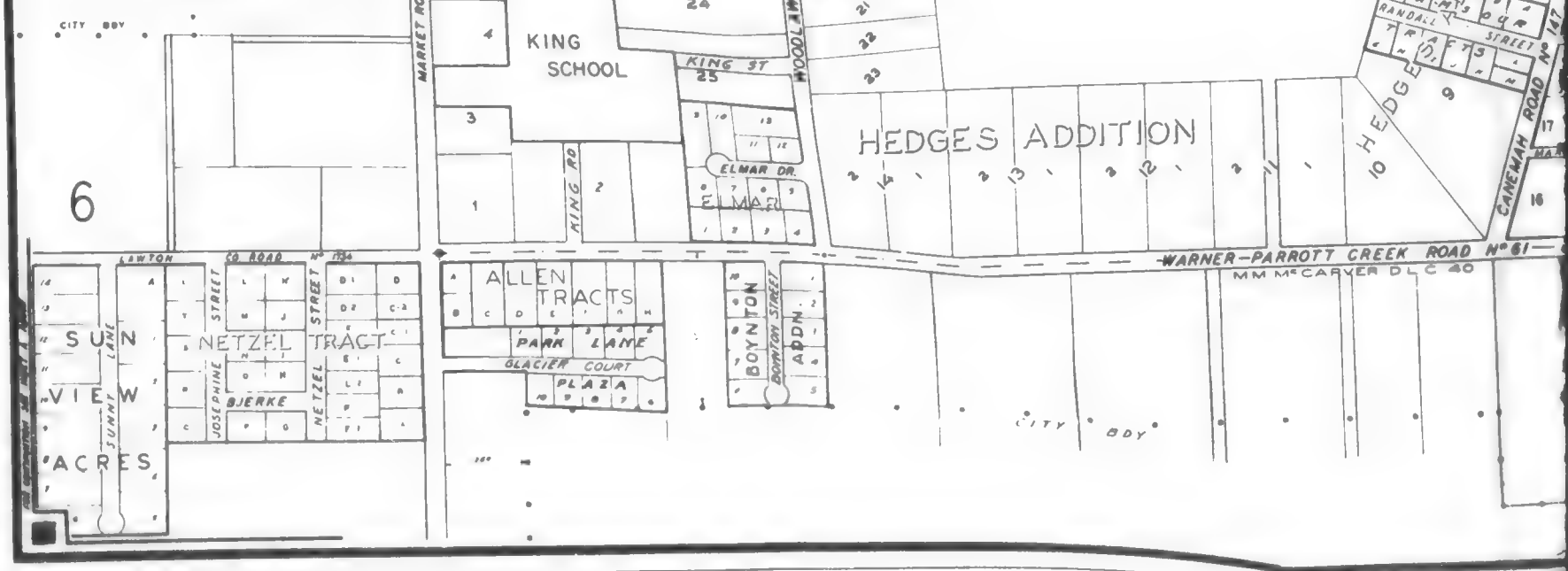
CITY BOUNDARY

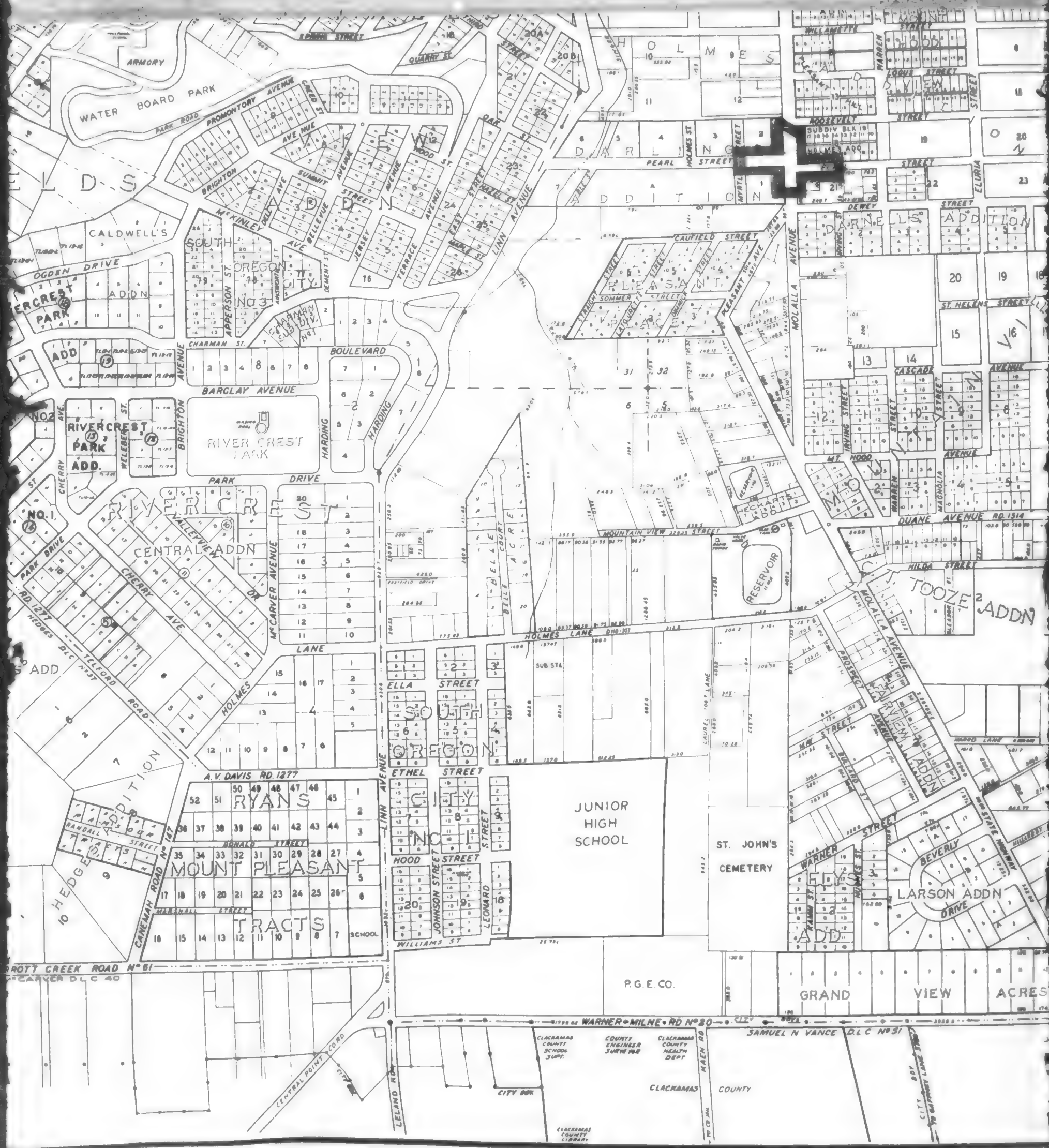


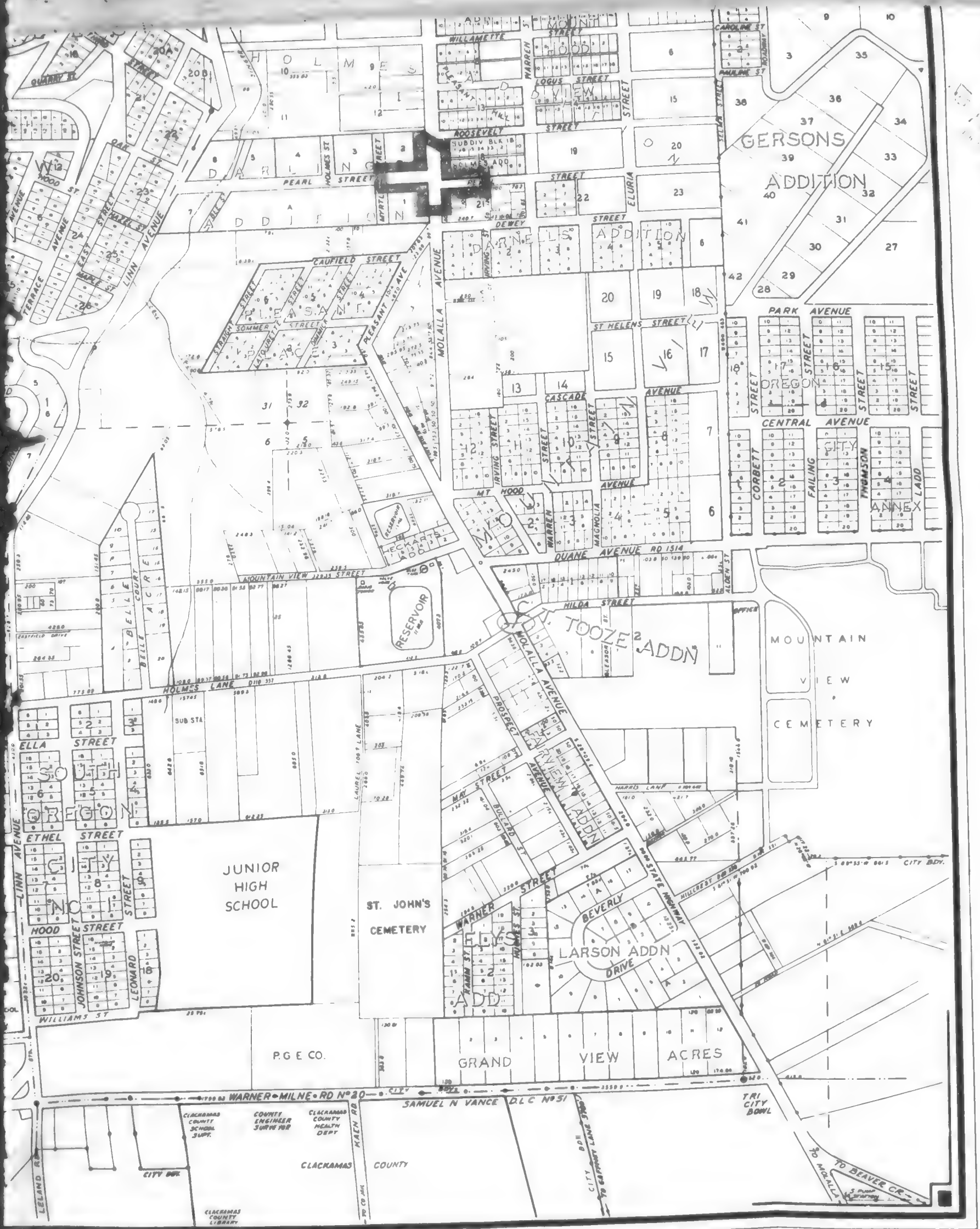
5



6







Q1A 4363 - 11-15-71

OREGON STATE HIGHWAY DIVISION

Form A-191-(11-71)
SP-67808-734

Request for Outside Billing
(Or Advice of Cash Transaction)

Address invoice to: Deschutes Co. Board of
Commissioners
Courthouse

Bend, OR 97701

Attention of Mr. Charles Plummer
Roadmaster

Request No. (assigned by staff
engineer or head of section) cc-1534

Date January 21, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing - Pilot Butte Canal (Deschutes Station) Bridge
FAS 325

Covered by agreement dated 7/27/71

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		County's advance deposit	\$7,300.00	
		Amount previously transferred	5,300.00	\$2,000.00
		County's share of construction costs	\$6,735.90	
		Amount previously transferred	5,300.00	1,435.90
		To be refunded to County		\$ 564.10

If payer has made payment for this
service, indicate the amount of payment.

Credit distribution:

509-1079-297

If payer has made a deposit with the Highway Division to
guarantee payment, indicate the amount of the deposit. \$7,300.00

Submitted by:

Robert H. Prange, Rural Engineer

Is this a partial or final request for billing?

Final

Approved:

Regional Engineer

If there have been any previous requests for
billing in connection with this same service,
indicate the total amount of all previous requests.

\$ 5,300.00

Approved:

Section Head or Staff Engineer

Give the number of the last previous request
in connection with this same service.

cc-1287

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

STATE COPY

FORM PR-33C (REV. 9-66)		OSHD (Young)		12-11-72		U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS											
Region Wash DC		FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN (PPMs 20-5 and 20-6.1)				NOTED A. E. JOHNSON											
INSTRUCTIONS: Submit original and 3 copies to the Public Roads Division Office						STATE Oregon	REGION NO. 10										
NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT						COUNTY Deschutes											
SIGNATURE <i>[Signature]</i>						PROJECT NO. S-82(2)											
TITLE Programing Engineer						DATE OF INSPECTION June 8, 1972											
BUREAU OF PUBLIC ROADS INSPECTION MADE BY D. B. Carter, Ass't Area Engineer																	
IN COMPANY WITH R. Pool, OSHD Ass't Region 4 Engineer & M. Krebbiel, OSHD Resident Engineer						CONTRACT AMOUNT \$ 31,850.50											
CONTRACTOR'S NAME Robert L. Jensen																	
DESCRIPTION OF IMPROVEMENT AS PROGRAMED 1 Structure Prestressed Concrete Slabs, Length 55', Width 34'						IMPROVEMENT AS CONSTRUCTED											
<table border="1"><tr><td>Info</td><td rowspan="7">FOR REFER TO DEC 15 72 RECEIVED STATE HWY ENGR</td></tr><tr><td>Inv</td></tr><tr><td>R/D</td></tr><tr><td>D/R</td></tr><tr><td>Chn</td></tr><tr><td>Act</td></tr><tr><td>File</td></tr></table>						Info	FOR REFER TO DEC 15 72 RECEIVED STATE HWY ENGR	Inv	R/D	D/R	Chn	Act	File	ROADBED (Width 34 feet)		STRUCTURES OVER 20-FOOT SPAN	
						Info		FOR REFER TO DEC 15 72 RECEIVED STATE HWY ENGR									
Inv																	
R/D																	
D/R																	
Chn																	
Act																	
File																	
TYPE CODE NUMBER		NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)												
				X080	0.010												
REMARKS: The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.						DEC 14 1972											
C.O.I. CANAL (DESCHUTES STATION) BRIDGE						REGIONAL OFFICE											
FAS 325 - DESCHUTES COUNTY																	
Structure																	
This project provided for the construction of a 55' long, 34' wide prestressed concrete slab bridge across the Central Oregon Irrigation Canal on FAS 325 in Deschutes County. The contract was awarded on December 22, 1971 with the work beginning on January 13, 1972. The project was satisfactorily completed on March 18, 1972. The contract time allowed for completion of the work was 110 calendar days. The project was completed within the allotted contract time. The final project cost was \$36,433.15 which underran the contract authorization of \$36,583.32 by 0.41 percent. The Resident Engineer's statement of project overruns and underruns has been reviewed. The final cost of the contract, item work accepted for project is recommended to underrun the contract bid amount of \$31,850.50 by 4.73 percent.																	
SIGNATURE <i>[Signature]</i>						SIGNATURE <i>[Signature]</i>											
TITLE D. B. Carter						TITLE L. Green											
DATE 12-11-72						DATE 12-15-72											
PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED																	

S-82(2) 12-11-72

2

Check measurements made on the final inspection indicate the project has been constructed in reasonable close conformity with the plans.

A copy of the State's material certificate is attached to the Division office copy of this report.

DECEIVED
JUN 22 1972

7675

June 21, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A second post-final payment for \$257.19 will be made to Robert L. Jensen on Contract No. 7675 for structure of the Pilot Butte Canal (Nesbitt Station) Bridge on FAS 325 in Deschutes County as soon as the warrant is prepared.

The total amount paid on this contract will be \$32,475.81 including the second post-final payment. Of the total, \$257.19 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc

cc Robert L. Jensen
P. O. Box 363
North Bend, Oregon 97459

cc

C. T. Kasey
Walt Hart
V. E. Shog
Attn: John Hart
J. V. Putnam

RECEIVED
APR 18 1972

FOR FILING

7675

DATE April 14, 1972

TO Oregon State Highway Commission

FROM

Tom Edwards
State Highway Engineer

SUBJECT

Highway Project Acceptance

Contract No. 7675 Work Completed 3-18-72

Project Pilot Butte Canal (Deschutes Station) Bridge

Highway FAS235 County Deschutes

Type of Work Structure

Contractor Robert L. Jensen

Recommended acceptance date April 13, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 16, 1972 for your formal concurrence.

VG:jb

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

DESCHUTES COUNTY
DEPARTMENT OF PUBLIC WORKS
1507 EAST FIRST STREET BEND, OREGON 97701
TELEPHONE 382-6795

RECEIVED
COUNTY & CITY SECTION
APR 13 1972
☒ ENGR. ☒ COOR. ☒ CE ☒ P.E. ☒ UE
☒ UPE ☒ CE ☒ RE ☒ PPE ☐

April 3, 1972

J. F. Putnam, Division Engineer
Oregon State Highway Division
P. O. Box 1249
Bend, Oregon 97701

Re: Acceptance of Pilot Butte Canal
Bridge - Contract No. 7675

Attention: Norm Krehbiel

Dear Norm:

Please be advised that on this date I inspected the above mentioned project on behalf of Deschutes County. It is also my understanding that a final inspection was made on March 31, 1972 with your representatives and Charles Plummer of the Deschutes County Road Department.

From our inspections the bridge appears to conform to all contract specifications and we consider the project completed and acceptable to Deschutes County. However, one item that we would like to bring to your attention is the type of wing wall used on this project. It is our opinion that the walls should have been brought back into the bank at an angle of at least forty-five degrees. The reason being we feel at a high water level and with high velocities scouring will occur behind the straight walls.

This is an observation and comment on our part and perhaps on future projects a determination of the wing walls needs should be made prior to plan preparation.

Thank you for this opportunity to review the structure and offer comments.

Very truly yours,

Dave Hoerning
Dave Hoerning
Director of Public Works

COX
DH:jm

A.E. Johnson } information
W.J. Hart }

RECEIVED

FOR FILING

7675

March 30, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. S-82(2)

FROM George M. Baldwin
Administrator of Highways

by

L. H. Young
Programming Engineer

SUBJECT Notification; Contract Work Completed

Contract 7675, Work Completed March 18, 1972

Project Pilot Butte Canal (Deschutes Station) Bridge

Highway YAS 325

County Deschutes

VG:bb

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION

Pilot Butte Canal
(Deschutes Sta.) Bridge

WEEK ENDING

March 25, 1972

SECTION PREFIX

109-1079

COUNTY

Deschutes

NAME OF JOB

Pilot Butte Canal (Deschutes Sta.) Br.

CONTRACTOR

Robert L. Jensen

DATE OF CONTRACT

December 22, 1971

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0

SUPERVISION: 0

PROJECT AUTHORIZATION

: 36,503.32

EXCLUSIVE OF ENGINEERING

: 33,382.27

ESTIMATED COST OF COMPLETED
PROJECT, EXCLUSIVE OF
ENGINEERING

: 32,650.50

ESTIMATED PERCENT: ~~UNDERWAY~~

2.2%

HIGHWAY

FAH 325

KIND OF WORK

Structure

CONTRACT NUMBER

7673

DATE WORK STARTED

January 13, 1972

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS

110

SPECIFIED COMPLETION DATE

ENGINEERING
AUTHORIZATION

: 3,195.05

This week

0.00

ENGINEERING
COST TO DATE

: 3,770.00

PERCENT OF
AUTHORIZATION

114%

FEDERAL AID PROJECT NUMBER

1-42(2)

ESTIMATED COMPLETION DATE

March 14, 1972

WORK DAYS USED

CALENDAR DAYS USED

69

PERCENT OF TIME ELAPSED

63

PERCENT OF CONTRACT COMPLETED
BASED ON ESTIMATED COST

100

PERCENT OF CONTRACT
COMPLETED BASED ON
TOTAL AUTHORIZATION

87

DATE PROJECT WAS COMPLETED:

March 14, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING

DRAINAGE

GRADING

BASE

OIL AND/OR PAVE.

MAT'L. PROD

GRADING

SURFACING

MAINTENANCE
MATERIALSOIL & BITUMINOUS
MACADAM

PAVING

MILES IN PROJECT

MILES PARTIALLY COMPLETED

MILES COMPLETED

TOTAL ESTIMATED QUANTITIES (CONTRACT)

TOTAL QUANTITIES CORRECTED TO DATE

ESTIMATED QUANTITIES MOVED OR PLACED TO DATE

AVERAGE DAILY QUANTITIES

AVERAGE DAILY QUANTITIES NECESSARY TO
COMPLETE PROJECT ON TIME

NUMBER OF SHIFTS PER DAY

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.

PERCENT

WEATHER

WORK DAYS
CHARGEDHOURS
DELAY

CAUSE OF DELAY

SUNDAY

Clear, mild

0

Contract work completed

MONDAY

Clear, mild

0

TUESDAY

Part. cloudy, mild

0

WEDNESDAY

Rain, cool

0

THURSDAY

Clear, mild

0

FRIDAY

Part. cloudy, mild

0

SATURDAY

0

Walker

John

COMM. 10-11-72

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 3-19-72	No work-all contract items completed
MONDAY 3-20-72	No work-all contract items completed
TUESDAY 3-21-72	No work-all contract items completed
WEDNESDAY 3-22-72	No work-all contract items completed
THURSDAY 3-23-72	No work-all contract items completed
FRIDAY 3-24-72	No work-all contract items completed
SATURDAY 3-25-72	No work-all contract items completed

REMARKS

Contract work completed Saturday, March 18, 1972.
 Semi-final expected to be submitted to region office by March 31, 1972.

Bridge
 Const. ✓
 Region
 File

SIGNED

H. B. Kreibich
 H. B. Kreibich, Inc. Sr. Engr.

LOCATION

East

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

RECEIVED
JAN 14 1972

FOR FILING

S-82(2)
7675

January 11, 1972

Mr. Robert L. Jansen
P. O. Box 363
North Bend, Oregon 97459

Dear Mr. Jansen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7675 for the Pilot Butte Canal (Deschutes Station) Bridge of PAS 325 in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

k1
Enclosure

cc United Pacific Insurance Company
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

cc F. D. Morgan
Walt Hart
L. E. Young
Attn: Vince Gallagher
J. F. Putnam
M. D. Krebbiel

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.

7675 1-26

PROJECT REPORT NO.

3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

1-10-72

STATE

Oregon

COUNTY

Deschutes

PROJECT NO.

S-82(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Deschutes Sta. (5 mi. N. of Bend)

"Pilot Butte Canal (Deschutes Sta.) Bridge Section"

PROJECT CLASSIFICATION OR CLASS OF WORK

EFFECTIVE DATE
OF AUTHORIZATIONAPPROXIMATE
LENGTH (Miles)

HIGHWAY PLANNING

PRELIMINARY ENGINEERING

RIGHTS-OF-WAY

CONSTRUCTION

OTHER (Specify)

11-11-71

0.010

FUNDS

ESTIMATED TOTAL COST OF PROJECT

\$ 36,583.00

Pro Rata 63.55%

FEDERAL FUNDS

\$ 23,247.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Department)

By

Assistant State Highway Engineer

(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

(Division Engineer)

For: R. E. Simpson

Date executed by
Division Engineer

JAN 10 1972

Oregon State Highway Division

Federal-Aid
Project No. S-82(2)

PILOT BUTTE CANAL (DESCHUTES STA.) BRIDGE SECTION

FAS 325 IN DESCHUTES COUNTY

Salem, Oregon, January 3, 1974²

Project Agreement Estimate.

Type Code X080

Deschutes Sta. Bridge No. 15454A (Sta. 5+59 to Sta. 6+14)

Temporary Protection and Direction of Traffic	All Required		\$ 700.00
Remove Old Bridge	All Required		1,500.00
Shoring, Cribbing, Etc.	All Required		1,000.00
Structure Excavation	200 cu.yds.	7.00	1,400.00
Structures Excavation Below Elevation Shown	20 cu.yds.	10.00	200.00
Class A Concrete (57 cu.yd.)	All Required		6,900.00
4'x55'/60' Prestressed Slabs	9 only	1,795.00	16,155.00
Reinforcement (4,700 lbs.)	All Required		1,433.00
Metal Rail	125 lin.ft.	15.50	1,937.50
Loose Riprap, Class 50	25 cu.yds.	25.00	625.00
			<u>\$31,850.50</u>
Flagging (60% of Contractor's Cost)	All Required		\$ 100.00
			<u>\$31,950.50</u>
	Subtotal		4,632.50
	Engr. & Cont.		<u>\$36,583.00</u>
	Total		

Length of Structure - - - - - 0.010 mile

SUMMARY OF FUNDS

Federal Funds - - - - -	\$23,247.00
State Funds - - - - -	6,668.00
County Funds - - - - -	6,668.00
Total Cost	<u>\$36,583.00</u>

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7675

Prefix 509-1079

OREGON STATE HIGHWAY DEPARTMENT		GHWAY DEPARTMENT INVOICE		NO. 108071	
FORM A-190 (3-64) DATE 1-6-72	BILLING REQ. NO. CC 1287	YOUR ORDER NO.	CREDIT DISTRIBUTION 509-1079-297		
• Deschutes County • Bend, Oregon 97701			MAKE CHECKS PAYABLE TO THE OREGON STATE HIGHWAY DEPARTMENT SEND REMITTANCE TO: OREGON STATE HIGHWAY DEPARTMENT STATE HIGHWAY BUILDING SALEM, OREGON 97310		
DESCRIPTION			QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Charles Plummer, Roadmaster Advance Deposit					7,300.00
Partial transfer of the advance deposit for the Pilot Butte Canal (Deschutes Station) Bridge Section, FAS 375. Covered by agreement dated 7-27-71.					5,300.00
To be retained					2,000.00
ACKNOWLEDGMENT OF BILLING REQUEST Cash Received with Request: \$..... By					

RECEIVED
 COUNTY & CITY SECTION
 JAN 10 1972
☒ ENR. ☒ CWR. ☒ MLE ☒ RE ☒ RPE ☐ UE
☒ UPE ☒ CE



RECEIVED
GAME 1971
COMMISSION
S-82(2)
OFFICE OF THE DIRECTOR
76.75

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

• TOM McCALL
GOVERNOR

November 22, 1971

COMMISSIONERS

JAMES W. WHITTAKER, Chairman

DAN CALLAGHAN, Member

ALLAN L. KELLY, Member

J. PAT METKE, Member

FRANK A. MOORE, Member

JOHN W. McKEAN
State Game Director

State Highway Engineer
State Highway Division
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

We have reviewed the project plans for the following two projects which were referred to in your letter of November 9, 1971.

- 1) Pilot Butte Canal (Deschutes Station) Bridge
Bend-Deschutes Market Road, Deschutes County
- 2) Delta Highway-Coburg Road (Eugene) Section
Willamette Bikeway, Lane County

There will be no conflict with wildlife resources on either of these projects, and they are approved.

We appreciate the opportunity to comment.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist



ROK:js

cc: Dir. OFC

Hall _____
A. Olson _____
Terpin _____
Scott _____
Swenson _____
R. Olson _____
Trotter _____

RECEIVED

NOV 23 1971

DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To _____
Bring Up _____
Other _____

RECEIVED
DEC 1 - 1971

5-82(2)
7675

November 15, 1971

Board of County Commissioners
Deschutes County
Courthouse
Bend, Oregon 97701

MISC. CONTRACTS and
AGREEMENTS No. 4363

Attention: Rosemary Patterson
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement pertaining to construction of a bridge over the Pilot Butte Canal on the Bend-Deschutes Market Road, FAS 325.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
Att.

cc

H. S. Cox
(agreed. att.)

TRANSACTION NUMBER 11-62

FORM PR-48
REV. 7-67)U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATE HIGHWAY DEPARTMENT

DATE
11-11-71TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)BY (Signature)
OREGON

MR. YOUNG'S NOVEMBER 4, 1971 LETTER

TITLE
PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS

☐ FAI☐ FAP☐ FAV☒ FAS☐ OTHERS

OTHER IDENTIFICATION AND/OR REMARKS (State)

STAGE 1

ITEM NOS. _____ THRU _____

ITEM NO. _____ PROJECT NOS. _____

STAGE 2

ITEM NOS. _____ 1071 THRU _____

LENGTH (Miles) _____ TOTAL ESTIMATED COST _____

FEDERAL FUNDS

LOCATION _____

WORK _____

71 S-82(2)

0.049

47,000

29,600

PILOT BUTTE CANAL
(DESCHUTES STATION)
BRIDGE SECTIONONE REINFORCED
CONCRETE STRUCTURE.RECEIVED
NOV 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER11-17-71
Young

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

NOV 17 1971

S-82(2)
7675

RECOMMENDED

SIGNATURE AND TITLE

DATE
11-11-71SIGNATURE AND TITLE
R. E. SIMPSON, DIVISION ENGINEER

APPROVED

Young

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

MONTHLY TRANSACTION NO.				FORM PR-1 (REV. 4-61)				FEDERAL - AID P (PPM)				
DATE SUBMITTED TO W.O.				11-4-71								
CARD 2	REPORT NUMBER 1		PROJECT LOCATION (45 typewriter spaces) Co.Rd. Deschutes Sta. (5 Mi. N. of Bend)				ADT		PRESENT 260	FUTURE 450	YEAR	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) One Bridge				NATL. FOREST	FM ROUTE NO.	SUPV AGENCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AU	
CARD 4	CLASS OF FEDERAL FUNDS Secondary								COUNTY NAME			
NAME OF URBAN AREA											ROUTE NO. S	FEDERAL- 325
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS		
1	(141B)	(16)	41	42	43	46	Co.Rd. Deschutes Sta. (5 Mi. N. of Bend)	(54) (55) (56)	(56) (57)			
5					PE							
5					ROW							
5					CONST (CODE) X080		"Pilot Butte Canal (Deschutes Sta.) Bridge Section"	0.049	47,000	29,600		
							PROJECT TOTALS	0.049	47,000	29,600		
CARD 1	CODE 1	PREPARED BY										
1	14	PROGRAM APPROVAL DATES										

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA (PPM 27-1)

DT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	260	450	91	08	Oregon	35	022	1071
DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER		SEQ. NO.	T. Projects Only	
				PREFIX LETTER(S) NUMBER			POST MI. DESIG.	
				S- 82(2)				
COUNTY NAME					CODE	PROGRAM STAGE		
Deschutes					017	1 OR X 2		
ROUTE NO.	FEDERAL-AID	STATE	U.S.					
S	325	Co.Rd.						
ESTIMATED PROJECT COST BY PHASES				CHARACTER OF PROPOSED WORK				
TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	(Full description)				
				One reinforced conc. prestressed slab bridge, length 55', HC 34'				
				ROW-60' min.; Access Control-none; Park. Restrictions-none.				
47,000	29,600	8,700	8,700 (Co.)					
47,000	29,600	8,700	8,700 (Co.)					
REMARKS								

-OVER-

PILOT BUTTE CANAL (DESCHUTES STA.) BRIDGE SECTION
PROJECT S-82(2)

Existing Facility:

46' timber span bridge, concrete abutments. Horizontal clearance 18'.

Adjacent Road Section:

20' oil mat surface with 3' gravel shoulders.

Project Data:

Construct one prestressed concrete slab bridge 55' in length with 34' horizontal clearance and riprap at bridge ends. Guardrail for the approach roadway that cannot be installed by the contractor will be stockpiled on the site and installed by the county when they construct the approach roadway.

Exceptions to Minimum Design Standards:

None.

Unusual Circumstances:

Guardrail on approach roadway will have to be installed to satisfy existing road approaches.

Right-of-Way:

60' min. (No additional R/W required.)

Relocation Assistance Payments:

None involved.

System Action, Railroad, Airports, Water Development, Historical and Recreational Areas:

None involved.

Public Hearing:

Not required under the provisions of paragraph 6c of PPM 20-8.

Environmental Statement:

"Negative Environmental Declaration" approved by FHWA on November 2, 1971.

Location/Design Approval:

Granted November 3, 1971, under the provision of the Secondary Road Plan.

Clearinghouse Approval:

- a. State -- Exempt under working agreement dated April 28, 1970.
- b. District 10 -- Notice of Intent was sent July 28, 1971, and has lain before the Clearinghouse for more than 30 days without action, therefore, it is assumed there will be no adverse review or comment.

Control of Utilities:

The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.

LOCATION - DESIGN APPROVAL

COUNTY: Deschutes

SECTION: Pilot Butte (Deschutes Station) Bridge

FAS NO.: 325

ROAD NAME: Bend-Deschutes Market Road

PROJECT DESCRIPTION: Construct a reinforced concrete bridge 34-feet wide and 55-feet long over the Pilot Butte Canal seven miles north of Bend. County will grade and pave all approaches and connections.

ESTIMATED COST: \$46,500

HIGHWAY COMMISSION APPROVAL: July 27, 1971

HEARING: None required

STATE CLEARINGHOUSE REVIEW: None required

SECTION 204 REVIEW: None required

HEARING CERTIFICATION: None required

ENVIRONMENTAL STATEMENT: Negative Declaration concurrence by FHWA November 2, 1971.

REMARKS: Irrigation District approved preliminary plans on October 5, 1971.

APPROVED: November 3 19 71


Assistant State Highway Engineer

ADT 1971-260
1991-450

DHV 1971-30
1991-50

SAFETY: _____

MEMO TO R. N. CHASE

Date: November 3, 1971

FAS 325, Deschutes COUNTY, Pilot Butte Canal (Deschutes Sta.) Br. SECTION

TERMINI: Approximately 7 miles north of Bend and is 0.12 miles east of the junction with FAS 325 and The Dalles-California Hwy., FAP 4.

PROPOSED WORK: **Structure**

PROJECT LENGTH: **55 feet**

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	46,500	27,900	9,300	9,300	

EXISTING FACILITIES: 46-foot timber span bridge on concrete abutments having an 18-foot roadway.

ADJACENT SECTIONS:

NORTH/EAST END:

20' oil mat with 3' gravel shoulders

SOUTH/WEST END:

PROJECT DATA: Construct a bridge 55-feet long with a precast concrete slab deck on concrete abutments having a 34-foot roadway. Guardrail for approaches that cannot be installed by contractor is to be stockpiled at the site and installed by County after they have constructed the approaches and connections. Any necessary riprapping by contractor. Existing bridge to be removed and disposed of by contractor

RIGHT-OF-WAY: 60'

ACCESS CONTROL: None

RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviation on structure. *from standards*

SYSTEM ACTION: **Completed**

PUBLIC HEARING: Hearing not required; see memo to file dated September 23, 1971.

UNUSUAL OR COMPLICATED SITUATIONS: Guardrail on approaches will have to be installed to satisfy existing approach roads.

ROUTE DATA: This route serves a railroad shipping point, a pumice plant, farm houses, and a school bus and mail route.

Park and recreation area affected: No parks in the area

Relocation assistance: No one moved - no additional right-of-way required.

Social, economic & environmental effects considered: **Yes**

Location and design approved: **11/3/71**

Clearinghouse approved: **Not required**

Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.

Negative Declaration: **11/2/71**



RECEIVED
OCT 20 1971

FOR FILING

OREGON STATE
HIGHWAY DIVISION

5-82(2)
HIGHWAY BUILDING

SALEM, OREGON • 97310

October 20, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Pilot Butte Canal (Deschutes Sta.) Bridge
Bend-Deschutes Market Road, FAS 325
Deschutes County

This negative declaration is preceding our location and design approval for the subject FAS-C project.

LOCATION AND
DESCRIPTION
OF PROJECT

The proposed project is at Deschutes Junction, 600 feet east of The Dalles-California Highway, approximately seven miles north of Bend.

The proposal consists of replacing an existing timber bridge over the Pilot Butte Canal with a reinforced concrete structure 32 feet wide and approximately 55 feet long on existing alignment. The grade will be raised slightly to provide more room between the deck and high water. Deschutes County will grade, base, and pave the connections and approaches consisting of two 12-foot travel lanes and 4-foot shoulders.

PURPOSE
OF
PROJECT

The purpose of the project is to remove a substandard wooden bridge and to replace it with a modern safe concrete structure. The existing bridge consists of two 23-foot timber spans having a 17.5-foot roadway. It is planned to construct the new bridge over the Pilot Butte Canal with a single span, thus eliminating the need for a center pier. This will provide better channel flow and remove a potential debris-catching obstruction from the middle of the canal.

Mr. R. E. Simpson
October 20, 1971
Page 2

**DISCUSSION OF
ENVIRONMENTAL
IMPACTS**

This structure project will significantly enhance the local transportation system by providing the road users with a safer and more convenient facility. There will also be an economic benefit to the County in the reduction of maintenance costs.

The Bend-Deschutes Market Road is important as an east-west connector. It serves as a school bus, mail and farm-to-market route, and provides access to a large pumice plant and a railroad siding.

No additional right-of-way will be required for the project. Existing accesses will be restored in a like or better condition and existing functions of adjacent properties will not be impaired. Utility systems include aerial power and underground telephone cables which will require minor adjustments.

It is planned to construct the proposed structure in the winter and early spring months during which time the water has been shut off in the canal. This will provide ample time to remove undesirable materials and restore the canal to a serviceable condition before the beginning of the irrigation season.

There are no park and recreation facilities or registered historic sites directly affected by the project nor are there any wild-life nesting or feeding grounds that will be affected.

Minor inconvenience will occur to the road users due to closure of the road during construction; however, adequate detours will be available and appropriate signing for the temporary protection and direction of traffic will be provided.

Since no additional right-of-way will be required and the basic functions of the existing two-lane roadway will not be changed, a public hearing is not required. The canal owners have been contacted regarding the implications of the project.

Footpaths or bicycle trails are not planned due to the lack of need or probable use, the isolation of the area, sparcity of population, and the absence of any similar facilities adjacent to the project.

**BASIS FOR
NEGATIVE
DECLARATION**

The proposed project, although not extensive in nature, is an important element in Deschutes County's planned development of its road system. The benefits of the finished project will outweigh any temporary inconveniences to the road user, and detrimental effects, if any, to the local environment will be negligible.

Mr. R. E. Simpson.
October 20, 1971
Page 3

The Oregon State Highway Division does endorse the statements made in this negative declaration based on information furnished by Deschutes County; and your concurrence is respectfully requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By 
F. B. Klaboe
Assistant State Highway Engineer

Endorsement to Oregon State Highway Division

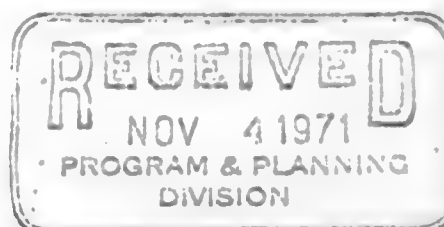
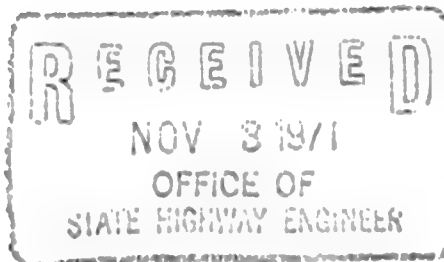
Concur 

Division Engineer

Date 11-2-71

GAP:bb

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
H. S. Cox
F. L. Hall
L. H. Young
J. F. Putnam
R. N. Chase



Copy to: John Oaks
R.N. Chase
J.F. Putnam

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

10-19-71
SUBJECT: Federal Aid Project No. _____

Highway No. FAS 325

Project Name Pilot Butte Canal (Deschutes
Station) Bridge Section

1. We hereby certify that, to the best of our knowledge and belief,
all rights-of-way or rights-of-entry for the above referred to
Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from resi-
dences, farms, or businesses; or

☒ That all incidental charges related to the transfer of
property have been paid by County pursuant to sub-
section 507 of Section 30 of the Federal-aid Highway
Act of 1968.

☐ In accordance with Section 30 of the Federal-aid
Highway Act of 1968, displaced persons, businesses,
or farm operations have been provided relocation pay-
ments, if eligible, and relocation assistance.
Displaced individuals and families have been relocated
to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing
utilities within the right-of-way of the above referred to
Federal-aid project have been authorized by permit, franchise, or
other approved procedure.

Signed at Bend, Oregon,

this 19 day of October, 1971.

Deschutes County

[Signature]
Chairman

[Signature]
Commissioner

[Signature]
Commissioner

RECEIVED
COUNTY & CITY SECTION

OCT 21 1971

☒ ENGR. ☒ CORR. ☒ CE ☒ RE ☒ RPE ☐ UPE

CENTRAL OREGON IRRIGATION DISTRICT

MUNICIPAL CORPORATION OF THE STATE OF OREGON

BOARD OF DIRECTORS
ARTHUR L. HORSELL, PRESIDENT
BERTIL G. NELSON, VICE-PRESIDENT
FRED H. ELLIOTT
RAY KNOWLES
DONALD W. MILTENBERGER

847 SOUTH SIXTH STREET • P. O. BOX 548
REDMOND, OREGON 97756

PHONES 548-2413, 548-3181

ROBERT A. ANDERSON
MANAGER
BETTY STANARD
SECRETARY
LARKIN & BRYANT
COUNSEL

*Pilot Butte Canal
C.O.I. Canal (Deschutes Sta)
FAS 325*

October 5, 1971

Charles Plummer
Deschutes County Roadmaster
Bend, Oregon

Dear Charles:

I have reviewed the plans for the Bridge Crossing of the Pilot Butte Canal near Deschutes Junction and make the following comments.

Title: Pilot Butte Canal - Deschutes Station

Domestic Water runs in the Canal during the Winter months: Construction of the Bridge shall be arranged so as not to interfere with the Domestic Water Runs tentative scheduled as follows; November 14-19, 1971-, December 12-17, 1971-, January 16-21, 1972- and February 13-18, 1972. These dates are tentative only and may be changed because of weather conditions.

Design of Bridge Alignment, span and clearances all meet with the District's approval.

RECEIVED									
COUNTY & CITY SECTION									
OCT 11 1971									
☒ ENGR.	☒ COOR.	☐ LE	☒ AE	☒ UE					
☒ UPE	☒ CE	☒ RE	☒ NPE	☐					

Yours Very truly,

Robert A. Anderson
Robert A. Anderson, Manager
C. O. I. District

*Copy to:- Walt Hart
John Day*

September 28, 1971

(date)

Deschutes County Board of Commissioners
Courthouse
Bend, Oregon 97701

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 325

Section C.O.I, Canal (Deschutes Sta.) Bridge: Grade, Pave, & Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED	
COUNTY & CITY SECTION	
OCT 1 - 1971	
☒ ENGR	☒ C.O.I
☒ UPE	☒ RPE

Sept 30, 1971
(date)

By [Signature] Chairman

By [Signature] Commissioner

By [Signature] Commissioner

cc: L. H. Young
Attn: Duane Ridings

7675
RECEIVED
SEP 28 1971

FOR FILING

MEMO TO FILES

September 23, 1971

Re: Hearing Requirements
C.O.I. Canal (Deschutes Station) Bridge
Bend-Deschutes Market Road, FAS 325
Deschutes County

Pursuant to PPM 20-8, paragraph 6c, a public hearing will not be required for the subject bridge because the project is:
(1) solely for the replacement of an existing structure; (2) requires no additional right-of-way; (3) has no adverse effect on the abutting property; and (4) does not change the layout or function of connecting roads or the facility being improved.



Robert H. Prange
Rural Engineer
County and City Section

RHP:1jt

cc: FHWA
F. B. Klaboe ✓
F. L. Hall
L. H. Young
B. L. Gifford
R. N. Chase

NOTED
F. B. KLABOE

RECEIVED
SEP 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7675

9-7-71

SEP 22 1971

FOR FILING

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 1

Section: C.O.I. Canal (Deschutes Sta.) Bridge
Highway: F.A.S. 325
County: Deschutes
Prefix: 509-1454

Res. Engr. R. H. Clark
Approx. Length _____
Sta. _____ to Sta. _____
Date September 7, 1971

Mean Truck A.D.T. 54
Traffic Coefficient 6.8
18 kip s. a. per day 12.4

Annual Precipitation 11"+
Frost Penetration 30"+
CBE Total Requirement 16.0"

(1)

Typical Soil

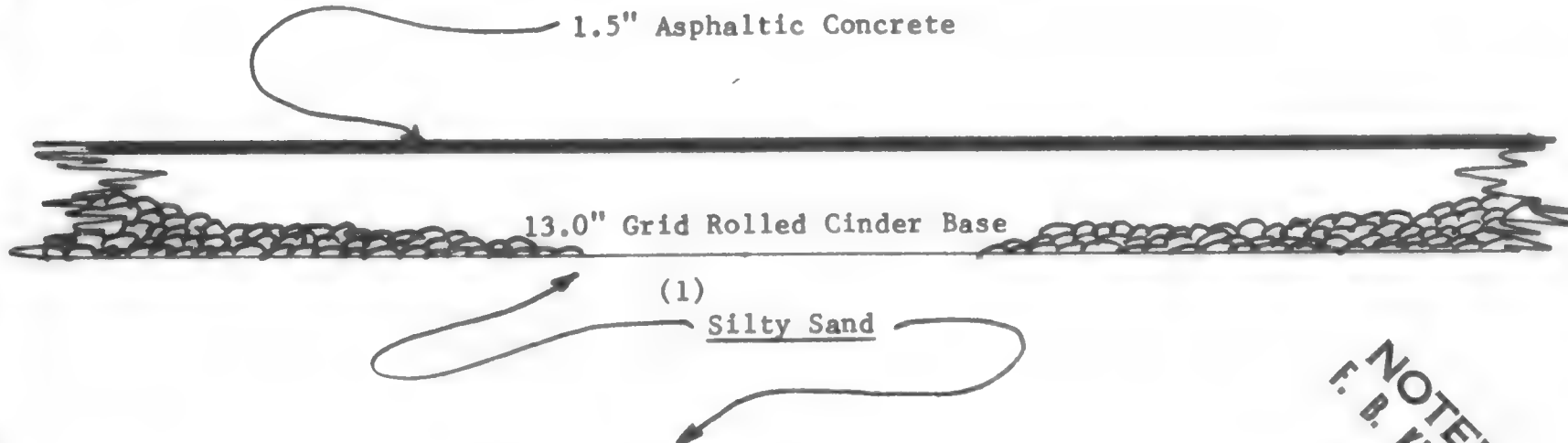
22 LL
0 PI
99 %P 10
43 %P 200
1 % Gravel
13 % C Sand
42 % F Sand
38 % Silt
6 % Clay
33 R Value
A-4 AASHO Classif.

Materials Source:

To be determined
by the Engineer.

Credit	Actual Thick.	Component
3.0"	1.5"	A.C.
13.0"	13.0"	G.R.C.B.
16.0"	14.5"	

STRUCTURAL SECTION



NOTED
F. B. KLADDE

F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

Submitted by [Signature]
Design Engineer
Recommended by [Signature]
Engineer of Materials and Research
Recommended by W. H. Peck
Program and Planning Engineer
Approved by [Signature]
Asst. State Highway Engineer

SECTION: C.O.I. Canal (Deschutes Sta.) Bridge

HIGHWAY: F.A.S. 325

COUNTY: Deschutes

"OTHER ROADS"

<i>Traffic Coefficient</i>	<i>A.C. Wearing Surface</i>	<i>Aggregate Base</i>	<i>Aggregate Base</i>	<i>"CBE" Total Requirement</i>	<i>Actual Thickness</i>
--------------------------------	-------------------------------------	---------------------------	---------------------------	--	-----------------------------

N O N E

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete	= 2.0 "	Aggregate Base
1.0" Plant Mix Bituminous Base	= 1.8 "	Aggregate Base
1.0" Cement Treated Base	= 1.8 "	Aggregate Base
1.0" Oil Mat	= 1.1 "	Aggregate Base
1.0" Aggregate Subbase	= 0.8 "	Aggregate Base
1.0" Lime Treated Subgrade	= --- "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

C.O.I. Canal
 SECTION: (Deschutes Sta.) Bridge
 HIGHWAY: F.A.S. 325
 COUNTY: Deschutes

260 Present ADT (19 71)

15 Percent Trucks

<u>AXLES</u>	<u>TWO WAY TRUCK ADT</u>	<u>EXPANSION FACTOR</u>	<u>TOTAL TADT</u>	<u>MEAN TADT</u>	<u>ONE WAY EWL</u>	<u>AVERAGE ANNUAL EWL</u>
2	<u>7</u>	<u>1.7</u>	<u>12</u>	<u>10</u>	450	<u>4,500</u>
3	<u>30</u>	<u>1.7</u>	<u>51</u>	<u>41</u>	1000	<u>41,000</u>
4	<u>0</u>	<u>---</u>	<u>--</u>	<u>--</u>	1250	<u>- - - -</u>
5	<u>2</u>	<u>1.7</u>	<u>3</u>	<u>3</u>	3180	<u>9,540</u>
6	<u>0</u>	<u>---</u>	<u>--</u>	<u>--</u>	2570	<u>- - -</u>

54 TOTAL

TOTAL AVERAGE ANNUAL DESIGN EWL 55,040

TWENTY YEAR EWL 1,100,800

TRAFFIC COEFFICIENT 6.8

SECTION: C.O.I. Canal (Deschutes Sta.) BridgeHIGHWAY: F.A.S. 325COUNTY: Deschutes**PAVEMENT TYPE SELECTION****Principal Factors Governing Selection**

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair Poor
Remarks:
5. Cost Comparisons: None made--See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.
7. Stage Construction: Not applicable.
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and
Recognition of Local Industry: County requested Asphaltic Concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially
Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a small project, and traffic does not warrant the use of C.R.P.C.C.

DESCHUTES COUNTY ROAD DEPARTMENT

Charles L. Plummer, Roadmaster

1507 EAST FIRST STREET • BEND, OREGON 97701

TELEPHONE 382-6785

September 10, 1971

Mr. H.S. Cox
County and City Engineer
Oregon State Highway Building
Room 405
Salem, Oregon 97310

Dear Mr. Cox:

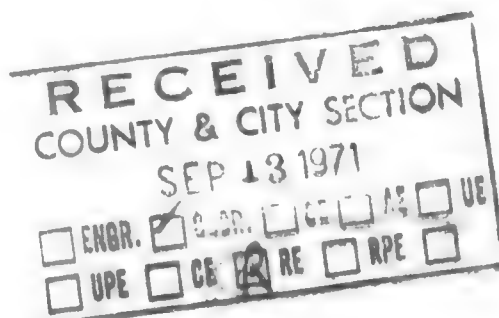
This negative declaration is to accompany our request for approval of our FAS-C project, on COI Canal (Deschutes Station) Bridge Section.

The present right of way at this location is 60 feet and is adequate. No additional right of way will be needed. The proposed project is located at Deschutes Junction over the COI Canal approximately seven miles North of Bend and East of Highway 97.

The proposed project calls for removal of a sub-standard decadent structure, and to replace it with a concrete structure approximately 55 feet long and 32 feet wide over the Central Oregon Main Canal. This is a rapid moving stream and careful consideration should be given to wing wall construction to prevent erosion to existing banks. The approaches and connections to the bridge are to be constructed by Deschutes County. The guardrail is to be part of the contract.

Deschutes Road is important as an East West connector road. It serves a large pumice company as access to their plant and railroad siding. It is also a school bus route, and serves as a mail route to a large surrounding farm community. This proposed project will provide the public with a safe convenient facility.

Since there is no additional right of way needed the environmental functions of the adjoining farm lands will not be impaired. There will be minor inconveniences to the traveling public due to the closure for construction, however, adequate detours will be provided. There is no inconvenience to any form of wildlife or recreational facilities as a result of this project.



Mr. H.S. Cox

-2-

September 10, 1971

This structure project is an important element in the upgrading of the overall structure program planned by Deschutes County. The benefits of this project will outweigh any inconveniences to the traveling public and landowners in the adjacent area.

In summation, I feel that the negative declaration is justified.

Sincerely,



Charles L. Plummer
Roadmaster

CLP:jm

Narrative Report
C. O. I. Canal (Deschutes Sta.) Bridge Section
F. A. S. 325
Deschutes County

Prefix #509-1454

This was a location survey to prepare plans, specifications and estimate for construction of a new bridge over the C. O. I. Canal.

The canal at this location has quite a velocity and for that reason the C. O. I. people requested more clearance on the new bridge. The elevation of the bottom of the deck beams should be 3264.83. Normal high water elevation is 3263.5 and at times will be 3264.0.

The new structure is to have 32-foot horizontal clearance, with no side walk. There is a buried telephone cable on the southerly side of the road and at present crosses the canal through a conduit on the existing bridge. The new bridge should be designed with a 4-inch conduit.

The C. O. I. people also requested lengthening the new structure, which we have shown on the vicinity map.

There will be some grading and paving on the approaches due to raising the bridge elevation, and widening the roadway. An item for scarifying the old road bed has been included. This is a light oil mat and should be scarified and processed before placing base rock on it. Because of the small quantities involved it is anticipated they will be obtained from commercial sources, there for no material sources are provided.

The road can be closed during construction and traffic routed over other county roads. Signing and detouring is the counties responsibility.

34' roadway

55' long

slab deck

ORIGINAL SIGNED BY R. H. CLARK

R. H. Clark,
Resident Engineer

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AUG 10 1971

7635
FOR FILING

PREFIX NO. 509-1454

LOCATION PROSPECTUS
C.O.I. CANAL (DESCHUTES STA.) BRIDGE SECTION
FAS 325
DESCHUTES COUNTY

HIGHWAY:

Deschutes Market Road. Federal-aid Secondary No. 325.

TERMINI:

Mile Point 3.95.

PROGRAM:

FAS-C. 1971 Funds.

NARRATIVE:

This will be a location survey to prepare plans, specifications and estimates for construction of a new bridge over the C.O.I. Canal. Detour during construction will be the County's responsibility. Soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis is not needed at this time. State to prepare vicinity map.

TYPICAL SECTION: Two 12-foot travel lanes and 4-foot shoulders.

BASE DESIGN: To be determined during the survey.

ACCESS: County's jurisdiction.

BRIDGE: New structure to have 32-foot horizontal clearance.

ADD'L FACILITIES: None.

MATERIAL: Commercial source.

UTILITIES: Routine utility adjustments and agreements will be necessary.

AGREEMENTS: Routine FAS-C project.

PARKS: None affected.

August 17, 1971

Attachment

cc: Federal Hwy Administration (3)

F. B. Klaboe

V. D. Wolfe

F. L. Hall

F. D. Morgan

R. N. Chase

W. N. Hackleman

R. E. Olson

R. E. Royer

F. E. Terpin

J. F. Putnam (3)

A. E. Johnson

R. N. Bothman

I. D. Merchant (4)

L. H. Young

H. S. Cox (2)

Y. J. Johnson

M. C. Owens

C. G. Swenson

G. C. Wills

R. L. Porter

E. S. Hunter

F. B. Crandall

D. H. Moehring (3)

J. M. Cartwright (2)

B. L. Gifford

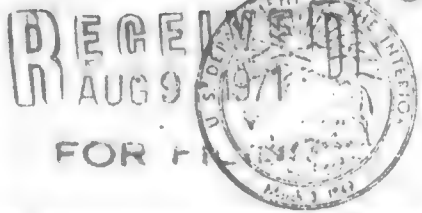
A. D. Olson

J. A. Rowland

W. H. Tebeau

F. W. Yarbrough (2)

RECEIVED
AUG 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER



United States Department of the Interior

NATIONAL PARK SERVICE
920 N. E. Seventh Avenue
Portland, Oregon 97232

August 2, 1971

IN REPLY REFER TO:

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

We have the Notice of Intent applications to apply for federal-aid assistance on

1. West Pendleton Interchange (Rieth Road) Sec. FAS 470, Umatilla
2. Bully Creek (Greenfield Road) Bridge FAS 23-107, Malheur County,
3. C.O.I. Canal (Deschutes Sta.) Bridge Sec. FAS 325, Deschutes County

We have no comments on these proposals.

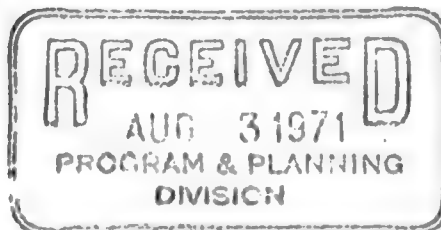
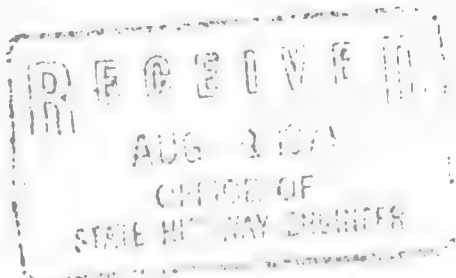
Sincerely yours,

Daniel F. Burroughs
Chief, Portland Field Office

cc: August 4, 1971
R. E. Simpson, FHWA
F. B. Klaboe
H. S. Cox

By: *Edwin L. Arnold*
Edwin L. Arnold

[Signature]
NOTED
D. ASHBY



[Signature]
BEN GIFFORD

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: C.O.I. Canal(Deschutes Sta.)Bridge, Sec.
FAS 325, Deschutes County

July 28, 1971

FROM: Applicant Agency State Highway Division

Salem, Oregon

Contact Person L. H. Young

6563

Address

Phone

1. Project requires Emergency Board approval of agency federal fund limitation: Yes.....No ☒ (if "yes", please also submit the information called for on page 3, Notice of Intent)

2. Project Location

Administrative District Ten (10)

City

County Deschutes

Special District(s) (if applicable)

Other affected jurisdictions/agencies

3. Federal Program

Common Program Name Federal-Aid Secondary (County)

Authorizing Legislation Title 23 U.S.C. Highways

Public Law No. and Title

Fed. Admin. Dept. of Transportation

Original Application ☒

Agency Federal Highway Admin.

Renewal Application

4. Estimated Project Cost

Federal Share \$ 30,000

Loan..... Grant ☒

Source of State Agency Share

Local Applicant Share (Deschutes Co.)
(if any) \$ 10,000

General Fund

\$

State Agency Share \$ 10,000

Other Funds (specify) \$ Highway

Other (Specify) \$

Indirect Cost Reimbursement

No ☒ Yes.....\$ (Approx)

Total \$ 50,000

Will Federal share change: No ☒

Yes, from% to.....%

When.....

5. Period Covered by Projects

Beginning date October 1972
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 12 months

Approximate ending date November 1973

Will renewal be requested? Yes No ☒ X

6. Estimated Application Filing Date September 1, 1971

7. Project Description - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon*. (Use additional sheets as necessary)

C.O.I. Canal (Deschutes Station) Bridge, Sec., FAS 325, Deschutes Co.

This project will include preliminary engineering, grading, paving, structure and incidental work required to replace the existing bridge over the Central Oregon irrigation canal.

Proposed work

Construct a concrete bridge with a 32-foot roadway, along with the approaches and connections which will have two 12-foot travel lanes with 4-foot shoulders. Full 32 feet to be paved with AC. No sidewalks. Guard-rail and any necessary riprap is to be included in the contract. The existing structure to be removed and disposed of by contractor. Road can be closed during construction. No additional right-of-way is necessary. Utilities are involved.

This project is related to the "Goals for a Livable Oregon" by the updating of this portion of the Federal-Aid Secondary system.

See attached map for geographical location.

7675

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JUL 20 1971

FOR FILING

July 19, 1971

Oregon State Highway Commission

Gentlemen:

The attached tabulations describe three proposed Federal Aid Secondary projects in Deschutes, Malheur, and Umatilla Counties and a request for the cancellation of a project in Umatilla County.

The project request by Deschutes County is for the construction of a bridge over the C.O.I. Canal near Deschutes Station on FAS 325. The FAS funds required for this project are estimated to be \$50,000, of which \$10,000 will be the cost to the State.

The request by Malheur County is for a bridge over Bully Creek on Greenfield Road on FAS 23-107. The FAS funds required for this project are estimated to be \$75,000, of which \$15,000 will be the cost to the State.

Umatilla County is requesting the reconstruction of the West Pendleton Interchange so that FAS 470 will have a better connection to U. S. 30 and I-80N. The County has requested that their share of the cost of the project be made up by transferring the required funds from their Federal allocation to State Highway funds. The FAS funds required for this project are estimated to be \$360,000, of which \$72,000 will be the cost to the State.

These projects have been investigated and are eligible for the use of FAS funds. The total FAS funds required for these projects is estimated to be \$485,000, of which \$97,000 will be the cost to the State.

Oregon State Highway Commission
Page 2
July 19, 1971

Umatilla County is also requesting the cancellation of the Barth Crossing-U. S. 30 Connection Section of FAS 470. The County is requesting this cancellation because they wish to connect the FAS route to the West Pendleton Interchange to better satisfy the needs of the public.

These items will be on the agenda for the July 27 Commission meeting and I recommend their approval.

Very truly yours,

R. L. Porter
State Highway Engineer

Attach.

cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
L. H. Young
V. E. Skoog
H. S. Cox
J. F. Putnam
H. S. Coulter

HR:ljt fn

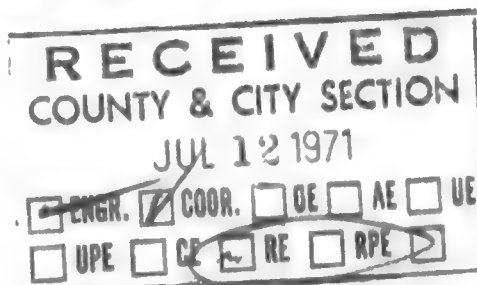
COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Deschutes FAS No. 325 Date July 7, 1971
County Road Name ~~Deschutes Pleasant Ridge~~
Section Name Deschutes Pleasant Ridge - Hwy. 97
Type of Project Bridge
Location of Project (Attach sketch map) _____
ADT 290 Design Speed 35 MPH

Is this request for county bridge design only? Yes _____ No _____
County FAS bridge design? Yes X No _____

I. ROAD PROJECT DATA

1. Traveled Surface: Type _____ Width _____
2. Shoulders: Type _____ Width _____
3. Grading & Drainage:
By County _____ County Date of Completion _____ By Contract _____
4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract _____
Has base design been given to County? Yes _____ No _____
Will it be furnished? Yes _____ No _____
5. Leveling Course:
By County _____ County Date of Completion _____ By Contract _____
6. Binder Course:
By County _____ County Date of Completion _____ By Contract _____
7. Traveled Surface & Shoulders:
By County _____ County Date of Completion _____ By Contract _____
8. Clearing:
By County _____ County Date of Completion _____ By Contract _____
9. Curbs:
Curbs Required? Yes _____ No _____
Type Desired (rolled, exposure, monolithic, special county standard,
etc.) _____
Width between curbs _____
10. Are pedestrian walkways necessary? Yes _____ No _____
11. Are there any structures to be replaced or altered? Yes X No _____
12. Will replacement be by: County _____ Contract X
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)



13. Will County adjust structure to new grade? Yes _____ No _____
14. Will County adjust structure to additional width? Yes _____ No _____
15. Will adjusted width be standard? Yes _____ No _____
(NOTE: Standard width of structure is traveled way plus full shoulders.)
16. Does County wish rounding of cutbanks? Yes _____ No _____
17. Does County wish sight posts installed? Yes _____ No _____
18. Does County wish State to permanently stripe project? Yes _____ No _____
19. Will County do striping? Yes _____ No _____
20. Does County wish guardrail installed? Yes X No _____

By County _____ Contractor X
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes _____ No _____
By seeding and mulching Yes _____ No _____
By rock blanket Yes _____ No _____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)
22. Can road be closed during construction? Yes _____ No _____
23. Can through traffic be detoured? Yes _____ No _____
24. Must new detour be constructed? Yes _____ No _____
25. Will detour be maintained by County? Yes _____ No _____
26. Will detour be maintained by Contractor? Yes _____ No _____
27. Will County sign project outside work area during construction? Yes _____ No _____
28. Will Contractor sign project outside work area during construction? Yes _____ No _____
29. Should contract provide for permanent signing? Yes _____ No _____
30. Should State do permanent signing? Yes _____ No _____
31. Will traffic signals be required? Yes _____ No _____
If yes, give location and type desired _____
32. Is project contingent upon other factors? Yes _____ No _____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain _____

Remarks re Section I: _____

II. BRIDGE PROJECT DATA

1. Name of river or stream C.O.I. Canal
2. Name of bridge Deschutes Pleasant Ridge
3. Dimensions of existing bridge. Length 48' Roadway Width 18'
4. Type of design and material used in existing bridge. Concrete
abutments and timber super structure
5. Location (please attach map with location marked): West 1/2
Section 26 Township 16 S Range 12 E W.M.
6. Desired width of bridge 32'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)
7. Are sidewalks desired? Yes _____ No X
Upstream _____ Downstream _____ Width _____
8. Does County wish a particular type of bridge design? Yes X No _____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Pre stressed reinforced concrete
- (NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)
9. Will County furnish any materials for bridge? Yes _____ No X
Explain _____
10. Foundation Testing: By County? Yes _____ No _____
By State? Yes X No _____
11. Will County close road during construction? Yes _____ No X
12. Can presently established road be used as detour? Yes _____ No X

13. Must a new detour be constructed?

Yes No X

14. Will detour be maintained by County?

Yes X No

15. Will detour be maintained by Contractor?

Yes X No

16. Will County sign project outside work area during construction?
Yes No X

17. Will Contractor sign project outside work area during construction?
Yes X No

18. Approaches or Connections by County
by Contractor

Yes No
Yes X No

Traveled surface: Type A/C Width 24'
Shoulder surface: Type Crushed Rock Width 3'

(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes X No

N.W. quadrant distance from structure 105'
N.E. quadrant distance from structure 48 (2)
S.W. quadrant distance from structure 39'
S.E. quadrant distance from structure 100'

{ Guard rail design
should be compatible
with the locations
of approaches

20. Guardrail: Desired on approaches or connections: Yes X No
By County Contractor X
Right side only? Yes No
Both sides? Yes X No

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes No X
Use for detour? Yes No X
Removed by County? Yes No X
Removed by Contractor? Yes X No
Salvaged by Contractor for County? Yes No X

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes _____ No _____
By Contractor? Yes X No _____

23. Will any of the following utilities be attached to this structure?

a. Water mains: Yes _____ No X Size _____
Company _____
b. Sanitary sewer mains: Yes _____ No X Size _____
Company _____
c. Storm sewer: Yes _____ No X Size _____
Company _____
d. Gas mains: Yes _____ No X Size _____
Company _____
e. Power lines: Yes _____ No X Size _____
Company _____
f. Telephone lines: Yes X No _____ Size _____
Company _____
g. Other Utilities: _____

24. Does County wish provisions made for future utility attachment to structure? Yes X No _____

25. Does County wish lightpost bases and conduit installed? Yes _____ No X

26. Does County wish complete job of illumination in project? Yes _____ No X

27. Is project contingent upon other factors? Yes _____ No X
(Such as construction and timing, cooperative project by County,
tie-in with outside projects, etc.)
If yes, explain: _____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:

By State? Yes X No

By County? Yes No

(NOTE: a. If project is canceled, County must pay for survey.
b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes No X

3. Construction plans and specifications to be prepared:

By State? Yes X No

By County? Yes No

4. Does County desire center line to be permanently monumented as part of project? Yes No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes No X

(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum _____
2. Is any additional right-of-way needed? Yes _____ No X
3. Will right-of-way be acquired by: Resolution _____ or Deed _____
4. Should State prepare options? Yes _____ No X
5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes _____ No X
6. Should material source site be included in right-of-way descriptions? Yes _____ No X
7. Is there any merchantable timber on right-of-way? Yes _____ No X
8. Will timber be reserved for owner? Yes _____ No _____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.
9. Will timber become property of contractor? Yes _____ No _____
10. Is a hearing necessary? Yes _____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)
11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes X No _____
If yes, give type and name of utility company: _____
12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No _____
If yes, give type and name of utility company: _____
13. Are utilities on existing right-of-way by permit X or by franchise _____
(NOTE: County must move all utilities on present right-of-way.)
14. Are there any irrigation facilities: Yes X No _____
If yes, give name of irrigation company or district C.O.I.
and dates between which water can be turned off: From will be off
To _____
15. Are there any railroad crossings? Yes X No _____
16. Name of Railroad Burlington Northern - approx. 1500' from bridge site.

17. Number of tracks: Mainline 1 Siding 1 Total 2
18. Sight Distance: 1500' (Left) 300' (Right)
19. Number of Trains: Passenger Speed
Freight Speed
20. Angle of Intersection: 90°
21. Type of Existing Crossing: Grade X
Overcrossing
Undercrossing
22. Existing Protection:
Advance warning signs X Automatic flashing Stop signs X
Crossbucks X Automatic bell Gates
23. Proposed Protection: None
24. Are there to be stopping lanes for buses and trucks, etc.
Yes No X
25. Will railroad crossing be altered: Yes No X
If yes, specify:
26. Traffic Control Signing:
To be part of project? Yes X No
By County? Yes No
By State at County expense? Yes No
(NOTE: These signs must be in place prior to acceptance.)
27. Striping:
To be part of project? Yes No X
By County? Yes X No
By State at County expense? Yes No
28. Does County wish State to prepare P.U.C. hearing data? Yes No
29. Will P.U.C. application be made by State or County ?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)
30. Will there be any displaced persons from farms, homes, or business
requiring relocation assistance? Yes No X
(NOTE: No property owner shall be required to move from his home, farm,
or business without at least 90 days' written notice prior to
the intended vacation date.)

Remarks re Section IV

V. MATERIAL SOURCES DATA

1. Gravel X Quarry _____ Cinders _____
2. Owner: County _____ State _____ Private X Other _____
3. Location: Tumalo Section _____ Township _____ Range _____ W.M.
4. If County lease, what are royalty payments? _____
5. Materials furnished by County: Borrow _____ Select Topping _____
Base Course _____ Level Course _____ Mineral Aggregates _____
Location _____
Miscellaneous Items _____

Remarks re Section V.

VI. FINANCIAL DATA

1. Estimated Cost: \$ _____
2. Available FAS Funds \$ _____
3. Does County wish advancement of future Federal funds? Yes _____ No _____
Amount _____
4. Date match money is available July 1, 1971
5. Will there be any 100% County money? Yes _____ No X
6. Maximum amount of 100% County money available: \$ _____
7. Date County requests letting: October 1971

Remarks re Section VI.

UNUSUAL OR COMPLICATED CIRCUMSTANCES:

This application is not complete without an attached exhibit showing location of project.

By County Judge or Comm. Chairman

By ~~/s/ [Signature]~~
County Commissioner

By County Commissioner

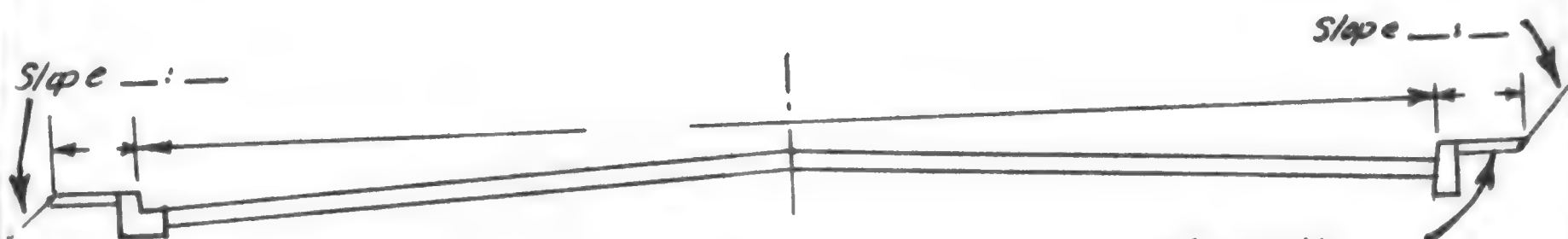
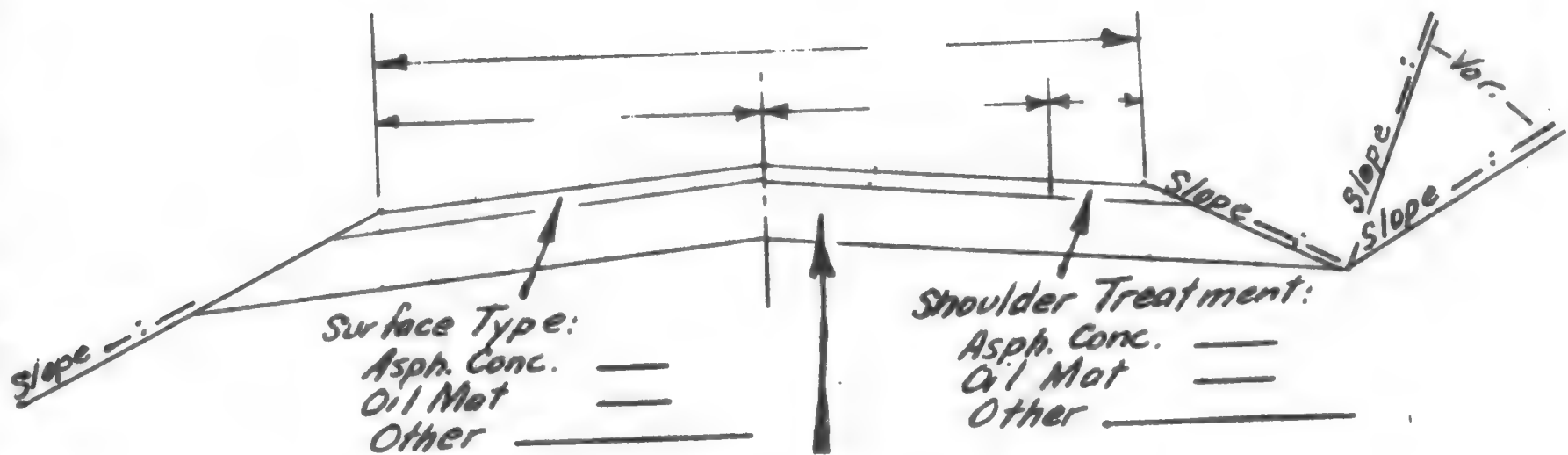
By Walter D. [Signature]
County Engineer, or Roadmaster

O.S.H.D. Field Engineer

Date _____

County H. Prescher
Date July 8 1971

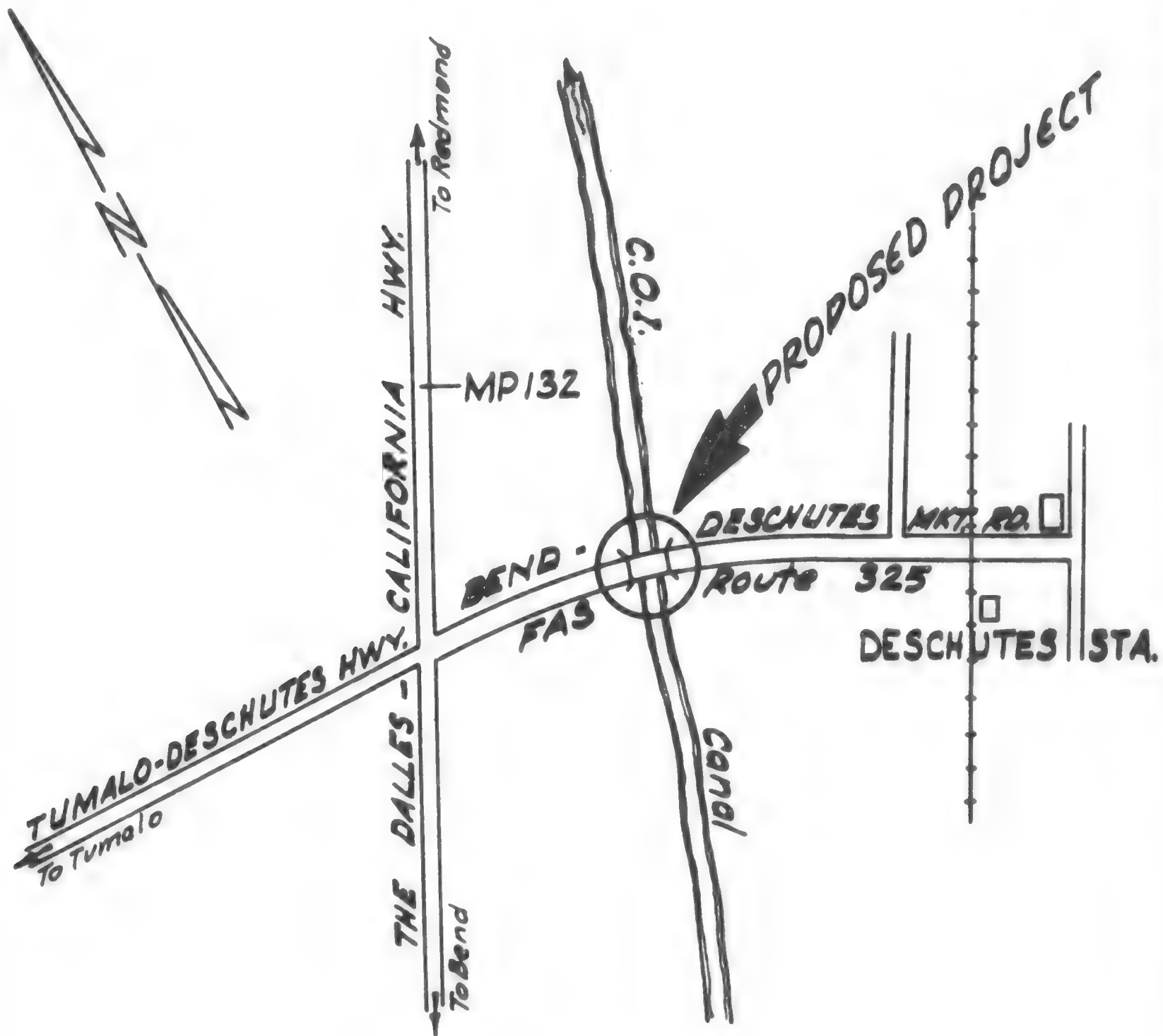
TYPICAL SECTION



No. of Lanes _____
 Lane Width _____
 Shoulder Width _____ or Shy Dist. from Curb _____
 Median Width _____
 Total Width between Curbs _____

Foot paths:
 Asph. Conc. _____
 Gravel _____

Curbs:
 Type "C" _____
 Curb & Gutter _____
 Other _____



C.O.I. CANAL (DESCHUTES STA.) BR.
BEND-DESCHUTES MKT. RD.
Deschutes County

EPS-I-5-1 Neil Creek Section, of the 1971
(78)10 Pacific Hwy., S. of Ashland
#7676 (Grading & paving)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (E S Winter)

Wash. D.C. (RHO-32) FINAL ACCEPTANCE REPORT
4-18-77

REGION NO. 10	REPORT NO. 15	COUNTY Jackson	DIVISION Oregon
DATE OF REPORT 4-18-77	REPORT MADE BY M. L. Halladay, Hwy. Engr. Trainee		PROJECT NO. EPS-I-5-1(78)10
COMPLETION DATE Contract 7676 3-21-74 " 8193 11-13-75	ACCEPTANCE DATE BY CONTRACT AGENCY C. 7676 7-19-74 C. 8193 11-4-76	TIME ELAPSED 7676 1914 8193 102 %	CONTRACT TIME 7676 - 225 days 8193 - 126 days
APPROVED EXTENSIONS 7676 - 162 days 8193 - 24 days	LOCATION Neil Creek Section- Pacific Highway		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

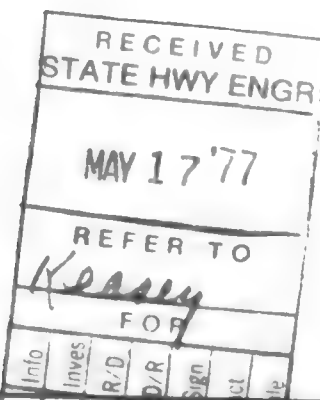
REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.

NEIL CREEK SECTION
PACIFIC HIGHWAY
Slide Correction (Contract 7676) &
Grading and Paving (Contract 8193)

The project consisted of correcting the Neil Creek slide and grading and paving the site. The slide correction contract received an extension of 24 days to cover the time used and the grading and paving contract received 162 days extension which left 424 days liquidated damages charged at \$200/day.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe Original Signed by T. P. LOWE		SIGNATURE G. K. Hossner Original signed by G. K. Hossner Dist. Engineer	
TITLE Area Engineer	DATE 5-13-77	TITLE District Engineer	DATE 5-16-77



COPY SENT
MAY 16 1977
Washington

STATE COPY

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION														
STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS (PPM 20-2 and PPM 40-4)														
To be completed by Washington Headquarters Personnel														
PART A (To be completed by FHWA or State Highway Personnel (See instructions on reverse))														
STATE Oregon COUNTY Jackson FEDERAL PROJECT NO. EPS-1-5-1(78)10 URBAN () RURAL (X)														
ITEM DESCRIPTION UNIT ROADWAY QUANTITY BRIDGE QUANTITY (Over 20 ft.) DATE STARTED														
CONSTRUCTION TYPE CODES 6203														
20 FINAL CONSTRUCTION COST DOL. 1,503,996 DATE COMPLETED March 21, 1974														
21 LENGTH OF PROJECT MILES 0.734 TOTAL NO. BRIDGES														
PART B (To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)														
30 LABOR TOTAL MAN HOURS 14,588 GROSS EARNINGS 107,924														
CULVERT ITEMS														
ITEM SIZE (In.) LGTH. (Lin. ft.)														
6 CORRUGATED STEEL CULVERT														
6 110														
8 787														
18 341														
36 282														
22 TOTAL COST OF ALL MATERIALS AND SUPPLIES DOL. 868,691														
9 PETROLEUM PRODUCTS GAL.														
1 CEMENT BBL.														
2 AGGREGATES PURCHASED TON. 25,381														
92 CU. YD.														
3 BITUMINOUS MATERIAL GAL.														
4 LUMBER THSD BD FT														
5 TIMBER PILING LIN. FT.														
7 REINFORCING STEEL LB.														
8 STRUCTURAL STEEL LB.														
10 EXPLOSIVES LB.														
11 READY-MIXED CONCRETE CU. YD.														
12 PREMIXED BITUMINOUS PAVING MATERIALS TON 12,767														
15 AGGREGATES PRODUCED TON														
95 CU. YD.														
16 MISCELLANEOUS STEEL LB.														
17 FENCING LIN. FT. 1,542														
18 GUARDRAIL LIN. FT. 1,411														
19 BRIDGE RAIL LIN. FT.														
23 FINAL CONTRACT AMOUNT FOR SIGNS DOL.														
24 FINAL CONTRACT AMOUNT FOR LIGHTING DOL.														
Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel														
48 52 53 61 62 70														

7676

TO BE COMPLETED BY FHWA		U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		Form Approved; O M B No. 04-R2089	
MONTHLY TRANSACTION NUMBER		DIVISION FILE NO. 12-00 STATE COPY MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 5-12-76		State	
PROJECT REPORT NUMBER				Oregon	
MODIFICATION NUMBER				County	
7				Jackson	
				Project Number	
				I-5-1(78)10	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on **January 3**, 19**72** is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ 1,665,828*	\$ 1,665,828
Federal funds	\$ 569,695**	\$ 569,695
Other revisions	\$ 1,536,892	\$ 1,536,892
	\$ 525,700	\$ 569,695

*Contract No. 7676
**Contract No. 8193

This modification is made for the following reasons:
 The Project Agreement executed **January 3**, 1972 is modified to increase Federal-aid participation to **100** percent in accordance with PL 94-30. Such additional Federal Funds requested total \$ **43,995**. All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the **12th** day of **May**, 19**76**.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By *C. J. Hunter*

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By *G. L. Green*
(Division Administrator)

For: G. L. Green

7676 STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER <u>3-35</u> PROJECT REPORT NUMBER MODIFICATION NUMBER <u>6</u>		U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT <u>3-1-76</u>	Form Approved: O M B No. 04-R2089 State <u>Oregon</u> County <u>Jackson</u> Project Number <u>I-5-7(78)10</u>
---	--	--	--

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 3, 19 72, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>2,210,846</u>	\$ <u>2,235,523</u>
Federal funds	\$ <u>2,039,834</u>	\$ <u>2,062,592</u>
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of March, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By *E. Hunter*

Assistant State Highway Engineer
 (Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By *G. L. Green*
 (Division Administrator)
 For: G. L. Green

By _____

 (Title)
 By _____

 (Title)

Oregon State Highway Division
Salem, Oregon, February 24, 1976

Federal Aid Project
No. EPS-I-5-1(78)10 Safety

Neil Creek Section
Pacific Hwy. in Jackson County

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 275+94.76 to Sta. 314+7033) (Contract No. 7676)

\$1,665,828.00

Total same as previous estimate of May 30, 1975

Type Code 6203
Slide Correction (Sta. 275+94.76 to Sta. 309+88.62) (Contract No. 8193)

\$ 495,471.00

Subtotal on previous estimate of May 30, 1975

Previous Estimate

Moving Temporary Concrete
Barriers
Slide Removal
1"-0 Aggregate Base

6,600 lin.ft.
1,500 cu.yds.
70 cu.yds.

3.00
5.00
10.00

\$ 19,800.00
7,500.00
700.00
\$ 28,000.00

Revised Estimate

Moving Temporary Concrete
Barriers
Slide Removal
1"-0 Aggregate Base
SFO 3 Credit for Salvaged Concrete
Barrier

10,600 lin.ft.
2,889 cu.yds.
647 cu.yds.

3.00
5.00
10.00

31,800.00
14,445.00
6,470.00

(2,281.25)

\$ 50,433.75
22,433.75

Increase

\$ 517,904.75
51,790.25

Subtotal
Engineering

\$ 569,695.00

Total

Length of Roadway - - - - - 0.643 Mile
Cost of Roadway per mile - - - - - \$885,995.33

Oregon State Highway Division

-2-

Federal Aid Project
No. EPS-I-5(78)10 Safety

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Roadway	\$1,665,828.00	\$1,536,892.00	\$ 128,936.00
Slide Correction	<u>569,695.00</u>	<u>525,700.00</u>	<u>43,995.00</u>
Total	\$2,235,523.00	\$2,062,592.00	\$ 172,931.00

Group 1 100%
Contract No. 7676
Prefix No. 615-1048

Group 1 100%
Contract No. 8193
Prefix No. 615-1060

7676

January 3, 1975

Halvorson-Mason Constructors &
L. S. Matussek, Inc.
P.O. Box 1449
Portland, OR 97207

Gentlemen:

Re: Neil Creek Slide
Contract No. 7676
Second Request for Time Extension

We have reviewed the time liquidated damages in response to your second request and your Serial Letter No. 159. Some clarification of the extension already granted is needed.

The 162 days granted included all the time counted after March 23, 1973, just as you requested except for a 17-day allowance described below. Actually the project was under a "stop work" order as of March 1, 1973, so, in effect, only one day of liquidated damages now remains after that date.

The specific days set forth in your second request for your items 2 through 8, plus the last 3 parts of item number 1, are therefore already covered by the extension granted, but with a deduction of 17 days to allow for paving and toe trench work included in the original contract and which remained to be done. This leaves only 7 1/2 days to reconsider for work in 1972 under E.W.O. 2 (Farmers access road repair). This work was apparently done at several different times for part days and involving so few items of equipment that it is questionable whether the overall job progress was hindered to any significant extent.

The record shows that as of March 1, 1973, (before the major added work became necessary) the job was about 75 percent complete and with 41 1/2 days liquidated damages accrued. None of the major contract items had overrun at that time. The extension granted includes 16 days for disposal area changes related to this earlier part of the project. This leaves 25 1/2 days in effect prior to March 1973, plus the

Halvorson-Mason Constructors &
L. S. Matusek, Inc.
Page two
January 3, 1975

17-day obligation for regular work remaining as of March, 1973, or the 42 1/2 day total days liquidated damages still remaining.

We reach the conclusion that the extension granted was derived fairly and find no justification for further extension. If, after further consideration you can support additional time extension, I suggest you present it to the Region Engineer in Roseburg.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
V. L. Gallagher

JAB:fr dpy

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7676

Salem, Oregon

December 30, 1974

FROM:  John A. Bond
Construction Administration EngineerSUBJECT: Neil Creek Slide
Contract No. 7676
Second Request for Time ExtensionTO: H. S. Coulter
Assistant State Highway Engineer

Halvorson-Mason and L. S. Matusek have submitted a second request for time which now asks for a complete extension. There are 42½ days left in effect after a participating 162-day extension granted August 19, 1974. The contractor's first request clearly and deliberately left 13½ days in effect.

Region recommends no further extension. The Resident recommends 16½ days, but his data is garbled. Nine days he uses were not counted in the first place by his own stop work order. I asked Ed Johnsen to review this entire matter to see if we were missing or misinterpreting something. His conclusion (attached) is that we were generous on the first extension.

I recommend against further extension. A rough draft letter trying to explain this to the contractor is attached.

JAB:fr
Att.

cc: V. L. Gallagher


1974
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7676

APPLYING TO CONTRACT PROJECTS

Order No. 7

Section Neil Creek Date October 23, 1974

Highway Pacific F.A.P. No. EPS-I-5-1(78)10

County Jackson Prefix 615-1048 Account No. 273-07

Description of Work To Be Done:
Revise Neil Creek Detour

10-20-74
most if any are

G.K. Hassner
Dist. Engineer

10/26/74
REGIONAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Estimate of Quantities and Costs:

As per Estimate - - - - - \$7,500.00
Additional Signing stc. - - - - - 800.00
Total \$8,300.00

Explanation:

The existing detour is a 30 mph facility and will have to be used thruout the winter season. This order is for flattening of the curves, improving the detour surface, modification of the barrier installation and an addition of overhead signs all which will increase allowable safe speed and greatly improve the safety to the traveling public.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization \$1,584,443.68
Present estimate of project cost, including
\$ 8,300.00 for work under this order \$1,592,743.68

Expected under-run (amount) \$

Expected under-run (per cent)

Space to right of this line
is for use of Salem Office

Submitted by: [Signature]
Resident Engineer

Approval Recommended: [Signature]
For: Construction Engineer or Bridge Engineer

Approval Recommended: [Signature]
Regional Engineer

Approved: [Signature]
Construction Engineer

UNITED STATES GOVERNMENT

Memorandum

SUBJECT: Oregon Project I-5-1(78)10
Neil Creek Section
Pacific Highway

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: October 25, 1974

In reply
refer to: 1041DB.3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in your recommendation to use a mandatory waste area on the subject project as requested in Mr. Versteeg's letter of October 7, 1974.

Use of the mandatory waste site is necessary to insure the material will not be wasted in a manner detrimental to the environment.

G. L. Green

RECEIVED	
STATE HWY ENGR	
OCT 25 '74	
REFER TO	
<i>Hunter</i>	
FOR	
Info	Inv
RID	DIR
Sign	1
2	

NOTED
E. S. HUNTER
CC *Versteeg*
Wolfe
10-28-74

RECEIVED
OCT 28 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

UNITED STATES GOVERNMENT
Memorandum

Oregon Project EPS-I-5-1(78)10
Neil Creek Slide Section
SUBJECT: Pacific Highway

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 11, 1974

In reply 1041DB.3
refer to:

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I approve the use of \$2.05/linear foot salvage value for
precast shoulder barrier as supported in Mr. Versteeg's
October 8, 1974 letter.

NOTED
E. S. HUNTER

G. L. Green
G. L. Green

RECEIVED STATE HWY ENGR					
OCT 17 '74					
REFER TO <i>Hunter</i>					
FOR					
INVS	R/D	D/R	Sign	Act	13
				✓	

cy acy

10-17-74
cc: Rubin
Moebling
Shirley
Versteeg
Svensson

RECEIVED
OCT 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7676

MONTHLY TRANSACTION NUMBER <u>10-10</u>	STATE COPY U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) <u>9-30-74</u>	STATE <u>OREGON</u>
PROJECT REPORT NUMBER <u>11</u>		COUNTY <u>Jackson</u>
MODIFICATION NUMBER <u>1</u>		PROJECT NUMBER <u>KPS-1-5-1(78)10</u>

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 3, 19 72, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>1,641,413</u>	\$ <u>1,665,828</u>
Federal Funds	\$ <u>1,514,300</u>	\$ <u>1,536,892</u>
Other revisions		

This modification is made for the following reasons:

To include increase in cost of approved items and additional items.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 30th day of September, 19 74.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ES Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

By G.L. Green
(Division Engineer)

Oregon State Highway Division

Federal-aid Project No.
EPS-I-5-1(78)10 Safety

NEIL CREEK SECTION

PACIFIC HIGHWAY IN JACKSON COUNTY

Salem, Oregon, September 25, 1974

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 275+94.76 to Sta. 314+70.33)

Temporary Protection and	All Required		\$ 38,000.00
Direction of Traffic	All Required		50,000.00
Mobilization	All Required		25,750.00
Clearing and Grubbing			
Removal of Structures and	All Required		15,000.00
Obstructions	80 cu.yd.	5.00	400.00
Ditch Excavation	deleted		
Embankment Foundation Excavation	424,650 cu.yd.	1.35	573,277.50
General Excavation	deleted		
Rock Backfill	300 cu.yd.	5.00	1,500.00
Trench Excavation	All Required		5,100.00
Finishing Roadbed and Slopes	23,000 sq.yd.	0.40	9,200.00
Obliteration of Roadway	80 M-gal.	5.00	400.00
Watering	5,100 ton	12.70	64,770.00
Bituminous Base Mixture	194 ton	42.00	8,148.00
Asphalt Bituminous Base Mixture	25,380 ton	4.88	123,854.40
Plant-Mix Aggregate Base			
Class "B" Asphalt Concrete	7,850 ton	13.23	103,855.50
Mixture	479 ton	42.00	20,118.00
Asphalt Cement in Mixture	3 ton	105.00	315.00
Asphalt in Tack Coat	300 lin.ft.	5.10	1,530.00
18-inch Culvert Pipe	330 lin.ft.	8.50	2,805.00
36-inch Culvert Pipe	1 only	300.00	300.00
18-inch Paved Culvert End Slopes	1 only	500.00	500.00
36-inch Paved Culvert End Slopes	4 only	500.00	2,000.00
Concrete Inlets, Type G-2MA	120 lin.ft.	3.00	360.00
6-inch Drain Pipe	880 lin.ft.	3.00	2,640.00
8-inch Drain Pipe	90 cu.yd.	8.00	720.00
Special Filter Material in Drains	1,500 lin.ft.	3.25	4,875.00
Guard Rail, Type 2A	4 only	210.00	840.00
Guard Rail Anchors	3,100 lin.ft.	6.05	18,755.00
Median Barrier	2,400 lin.ft.	0.80	1,920.00
Type 2 Fence	70 sq.yd.	8.40	588.00
Extra for Asphalt Ditch Lining	30 only	9.45	283.50
Guide Posts	10 only	15.75	157.50
Guide Posts, Flexible	2 only	100.00	200.00
Adjust Inlets	9 acre	400.00	3,600.00
Roadside Seeding and Mulching			\$1,081,762.40

Additional Items

*Flagging (60% of Contractor's Cost), EWO#1	All Required	\$ 5,228.00
Permanent Pavement Striping, SFO#2	All Required	300.00
Temporary Erosion Control	All Required	1,000.00
*Repair Farmer's Access Road, EWO#2	All Required	6,791.00
*Slide Correction, EWO#6	All Required	199,801.00
Slide Correction, EWO#10	All Required	82,328.00
EWO#3 On-the-Job Trainees (2 @ \$800)	All Required	1,600.00
EWO#7 Install Horizontal Drains	All Required	5,700.00
EWO#11 Construct & Sign Semi-Permanent Detour	All Required	95,837.00
EWO#12 Drill Exploratory Core Holes	All Required	16,132.00
SFO#3 Drill & Install Slope Indicator Tubes	All Required	2,000.00
SFO#4 Maintain Detour	All Required	7,500.00
SFO#5 Detour Lighting	All Required	3,035.00
EWO#8 Construct Access Road to Bench	All Required	2,438.00
EWO#9 Remove & Salvage Signs	All Required	2,937.00
		<u>\$ 432,627.00</u>
	Subtotal	\$1,514,389.40
	Engr. & Cont.	151,438.60
	Total	<u>\$1,665,828.00</u>

*Increase

Length of Roadway - - - - - - - - -0.734 Mile
Cost of Roadway Per Mile- - - - - -\$2,269,520.45

Federal Funds - - - - -	\$1,536,892.00
State Funds - - - - -	128,936.00
	<u>\$1,665,828.00</u>

Group 1 - 100%

Contract No. 7676

Prefix: 615-1048

7676

September 11, 1974

AIR MAIL

The Travelers Indemnity Co.
Fidelity & Surety Department
700 Main Street
Hartford, CT 06103

Gentlemen:

A post-final payment for \$32,400 will be made to Halverson-Mason & L. S. Matusek, Inc. on Contract No. 7676 for work on the Nail Creek Section of the Pacific Highway in Jackson County as soon as the warrant is prepared.

The total amount paid on this contract will be \$1,495,496.13 including the post final payment. Of the total \$419,638.71 is for force account.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

FW

cc: Halverson-Mason & L. S. Matusek, Inc.
P. O. Box 1449
Portland, OR 97207

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

76 76

August 19, 1974

Halverson-Mason Constructors &
L.S. Matusch, Inc.
P. O. Box 1449
Portland, OR 97207

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7676 for work on the Nail Creek Section of the Pacific Highway in Jackson County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 162 days is granted because of added force account work on Extra Work Orders 6, 10, and 11 and the earlier effort to provide additional waste areas.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
A. A. Shirley

JAB:fr cm

OREGON STATE HIGHWAY COMMISSION
**Engineers Recommendation Regarding
Contractors Request**

for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7676 Contractor Halvorson-Mason & L.S. Matusek, Inc.
Highway Pacific
Section Neil Creek
Kind of Work Slide Correction

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~REMOVED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 162 day time extension of contract time due to added slide correction work on E.W.O. 6, 10 and 11 and providing additional waste areas.

Recommended for Approval:

[Signature]
Regional Engineer
[Signature]
Construction Engineer or
Bridge Engineer
[Signature]
Acting Asst. State Highway Engineer

Contract No. 7676
Project designation EPS-I-5-1(78)10
State-Federal
Date awarded 12-21-71
Work started 1-19-72
Per cent completed _____ Date _____
No. of Workdays Allowed _____
No. of Workdays Used _____
No. of Added Workdays Requested _____

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 16, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 225 days to 416½ days, within which to complete our Contract No. 7676, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See letter of transmittal, dated 16 April, 1974.

Respectfully submitted,

HALVORSON-MASON & L. S. MATUSEK, INC.
Contractor

By Daryl K. Mason
Daryl K. Mason, Partner.

CONSENT OF SURETY

Date _____, 19____

We, _____, as

surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

Resident Agent

(SEAL)

7676
Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

Oregon Project I-51(78)10

Neil Creek Section

SUBJECT: Time Extension

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

Box 300

Salem OR 97308

DATE: August 9, 1974

In reply
refer to: 1041DB.3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in a 162 day time extension leaving 42 1/2 days

liquidated damages at \$200 per day as supported in

Mr. Coulter's letter dated August 8, 1974.

G. L. Green
G. L. Green

RECEIVED

AUG 14 1974

Office of
Assistant State Highway Engineer

RECEIVED					
STATE HWY ENGR					
AUG 14 74					
REFER TO					
<i>Coulter</i>					
FOR					
Info	W/D	D/R	Sign	Act	File
					☒

NOTED
H.S. COULTER

7676

August 8, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter *HSK*
for Assistant State Highway Engineer

SUBJECT Neil Creek Section
Contract No. 7676
Request for Time Extension

The Halvorsen-Mason and L. S. Matusek joint venture has requested a 191½-day extension of this contract time which would leave by their account 13½ days' liquidated damages remaining in effect. Actually there are 204½ days' liquidated damages assessed at \$200 per day, or \$40,900. The contractor cites four reasons:

1. The significant added slide work covered by extra work orders.
2. The securing of added disposal areas not in the plans.
3. Time to establish a second shift in June 1972.
4. Maintenance of Farmers Road (covered by an EWO).

The first item covers all the time counted after March 23, 1973, except paving for ten days which the contractor acknowledges as original contract work. The remaining three reasons amount to 38 days and are all based on events prior to the March 23 date.

The status of the work as of March 23, 1973 therefore becomes pertinent and is a logical point to review the job status. The major changes started immediately thereafter. At that time, the contractor was running

Glen L. Green
Page 2
August 8, 1974

behind schedule with 266 days counted (or 41 days' liquidated damages), and the overall job was 75 percent done (grading was 86 percent, drainage 58 percent, paving 58 percent). None of the major contract items had overrun in quantity at that time. It becomes apparent then that some liquidated damages should be assessed on this contract even though in its later stages it involved mostly extra work.

A stop work order was in effect from the end of the dormant period (February 28) until May 14 because we were awaiting suitable paving weather to accomplish paving needed for a traffic stage shift and the embankment slide below the roadway had become quite active and a revised plan of corrective work was being evolved.

Three large extra work orders subsequently added over \$331,000 of work to the contract.

We believe that 17 days should be recognized for time after March 1973 that would have been needed to complete the downhill toe trench work that was in the original contract. This would also include time for the original paving work. We therefore recommend a 16-day extension for delay in finding additional waste disposal sites in August and September of 1972.

We ask your concurrence in a 162-day extension which will leave 42½ days' liquidated damages in effect at the rate of \$200 per day, or \$9,500.

JAB:fr ia

bc P. B. Klaboe
A. E. Johnson
C. T. Keasey
Alfred Shirley, Jr.
V. L. Gallagher

OREGON STATE HIGHWAY DIVISION

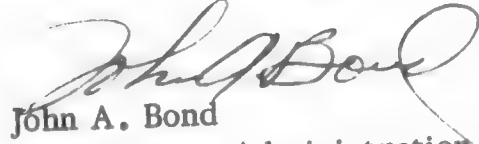
INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 6, 1974

FILE:

FROM:


John A. Bond
Construction Administration EngineerSUBJECT: Neil Creek Section
Contract No. 7676
Request for Time Extension

TO:

H. S. Coulter
Assistant State Highway Engineer

The Halvorson-Mason and L. S. Matusek joint venture requests a 191-1/2 day extension of this contract time which would leave by their own account 13-1/2 days liquidated damages remaining in effect. Actually there are 204-1/2 days liquidated damages assessed at \$200 per day, or \$40,900. The contractor cites four reasons:

1. The significant added slide work covered by extra work orders.
2. The securing of added disposal areas not in the plans.
3. Time to establish a second shift in June of 1972.
4. Maintenance of Farmers' access road (covered by an EWO).

The first item covers all the time counted after March 23, 1973, except for ten days paving which the contractor regards as original contract work. He comes out with a net 153-1/2 days on the first reason. The remaining three reasons amount to 38 days and are all based on events prior to the March 23 date.

The status of the work as of March 23, 1973 therefore becomes pertinent. At that time, the contractor was running behind schedule with 266 days counted (or 41 days liquidated damages), and the overall job was 75 percent done (grading was 86 percent, drainage 58 percent, paving 58 percent). None of the major contract items had overrun in quantity at that time. It becomes apparent then that some liquidated damages should be assessed on this contract even though in its later stages it involved mostly extra work. The March 23, 1973 date is a logical time to look at the status of the job. The changes started immediately thereafter. Actually a stop work order was in effect from the end of the dormant period (February 28) until May 14 because we were awaiting suitable paving weather to accomplish paving needed for a traffic stage shift and the embankment slide below the roadway had become quite active and a revised plan of corrective work was being evolved. This resulted in EWO 6 which is dated March 19, 1973 which covered revised toe trench and

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AUG 7 1974

Office of
Assistant State Highway Engineer

H. S. Coulter
August 6, 1974
Page 2

other work on the downhill side of the project. The large extra orders were:

E.W.O. 6	3/19/73	\$153,000	Fill slide repair
	+ supplement	28,350	
	+ 2nd "	18,451	
(P.A. 1	3/27/73	deleted \$45,150)	
	of emb. foundation exc. &		
	rock backfill bid items		
E.W.O. 10	11/6/73	\$19,900	Cut slide repair
	+ supplement	57,415	
E.W.O. 11	12/12/73	\$50,070	Constr. semi-permanent
			detour
	+ supplement	49,381	

I agree with the Region conclusion that 17 days should be taken into account as a deduction for time after March 1973 that would have been spent to complete the downhill toe trench work that was in the original contract. The contractor in his request as noted above has already allowed 10 days for what he calls paving work that was an original contract obligation. I would consider these two items of work to run concurrently which results in allowing 146 days on the first reason. I concur with the field recommendation of 16 days on the second reason concerning added disposal areas. The last two reasons are not believed to be valid. I therefore recommend a 162 day extension which will leave 42-1/2 days liquidated damages in effect at the rate of \$200 per day, or \$9,500.

This is an Interstate project. Rough draft letters to FHWA and to the contractor on the above basis are attached.

JAB:fr

Att.

cc: V. L. Gallagher

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on July 19, 1974 I accepted the following:

Contract No. 7676, Work Completed Mar. 21, 1974
Project Neil Creek
Highway Pacific County Jackson
Type of Work Slide Correction
Contractor Halvorson-Mason & L. S. Matusek, Inc.

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on July 23, 1974 I accepted the following:

Contract No. 7950, Work Completed May 20, 1974
Project Jessie M. Honeyman State Park
Highway - - County Lane
Type of Work Utility Building
Contractor James & Stritzke Construction Co.



Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7676

APPLYING TO CONTRACT PROJECTS

Order No. 4

Section Neil Creek Date April 1, 1974

Highway Pacific F.A.P. No. EPS-I-5-1(78)10

County Jackson Prefix 615-1048 Account No. 273-04

Description of Work To Be Done:

Overlay northbound lanes of temporary detour. Maintain detour.

Location by Station Numbers:

290 - 305

VED EFFECTIVE DATE 4-27-74
 sent upon modification of pro-
 cement if additional funds are

J. K. Hammer
 Dist. Engineer

5-2-74
 HIGHWAY ADMINISTRATION

Estimate of Quantities and Costs:

Labor	\$ 1,200.00
Equipment	800.00
Material	5,500.00
TOTAL	\$ 7,500.00

Explanation:

Contractor has moved off project. Detour to be maintained by State forces until another contract is let.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	\$ 1,401,057.00
Present estimate of project cost, including	
\$ 7,500.00 for work under this order	\$ 1,589,823.51
Expected ~~XXXXXX~~ over-run (amount)	\$ 188,766.51
Expected ~~XXXXXX~~ over-run (per cent)	13.5%

Space to right of this line is for use of Salem Office

Submitted by: *H. M. Frazier*
 Resident Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approval Recommended: *J. X. Wilson*
 Regional Engineer

Approved: *J. K. Hammer*
 Construction Engineer

76 76

2



OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **April 4 1974**

TO **Transportation**
Oregon ~~SALEM~~ Commission

FROM **ORIGINAL SIGNED BY**
F. B. KLABOE
State Highway Engineer

SUBJECT **Overrun of Project Authorization**
Neil Creek Section, I-5
Contract No. 7676

AGENDA

APR 30 1974

An overrun in the project authorization for this project is apparent. The original authorization was \$1,401,057.00 for this slide correction project located in Jackson County, and it now appears that the final cost will be \$1,584,443.68, an increase of \$183,386.68 (13.1%).

The reason for this overrun is that additional instability in the cut slope necessitated the construction of a semipermanent detour as well as requiring debris removal and slide correction measures. An overrun in engineering accompanied the added contract work.

The contract has been completed as of March 21, 1974, and another contract will be let after a more permanent solution to the slide problem is determined. This is a "Federal-Aid Interstate Highway Project" and the added cost will also be Federal participating.

This matter will be on the agenda for your consideration at the April 30 meeting and I recommend your approval of the increase.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
Vince Gallagher
Alfred Shirley
Gary Sund
Bob Whipps

NOTED
W. HEAD

WR:1b dpy

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 3, 1974

To: H. S. Coulter, Assistant
State Highway Engineer

SUBJECT: Overrun of Project Authorization
Neil Creek Section
Contract No. 7676
FAP No. EPS-I-5-1(78)10

From: 
C. T. Keasey
Construction Engineer

An overrun in the project authorization for the subject project is apparent. The original authorization was \$1,401,057.00 for this slide correction project located in Jackson County, and it now appears that the final cost will be \$1,584,443.68, an increase of \$183,386.68 (13.1%). In the event liquidated damages are returned to the contractor, the increase could be \$38,900 more for an overrun of \$222,286.68 (15.9%).

The reason for this overrun is that additional instability in the cut slope necessitated the construction of a semipermanent detour as well as requiring debris removal and slide correction measures. An overrun in engineering accompanied the added contract work.

The contract has been completed as of March 21, 1974, and another contract will be let after a more permanent solution to the slide problem is determined. This is a "Federal-Aid Interstate Highway Project" and the added cost will also be Federal participating.

A rough draft letter to the Commission requesting their approval is attached.

CTK:WR:lb

Attachment

cc: Vince Gallagher

RECEIVED

APR 3 1974

Office of
Assistant State Highway Engineer

STATE COPY

MONTHLY TRANSACTION NUMBER 5-32	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 5-1-74	STATE Oregon
PROJECT REPORT NUMBER 10		COUNTY Jackson
MODIFICATION NUMBER 3		PROJECT NUMBER EPS-1-5-1(78)10

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 3, 19 72, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>1,541,135</u>	\$ <u>1,641,413</u>
Federal Funds	\$ <u>1,421,800</u>	\$ <u>1,514,300</u>
Other revisions		

This modification is made for the following reasons:

To include increase in cost of approved items and additional items.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 1st day of May, 19 74.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By *Ed Hunter*

By *D. J. Smith*
(Division Engineer)

Assistant State Highway Engineer
(Title)

for
G. L. Green

By _____

(Title)

By _____

(Title)

76760

MONTHLY TRANSACTION NUMBER 3-36	STATE COPY U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 3-13-74	STATE Oregon
PROJECT REPORT NUMBER 9		COUNTY Jackson
MODIFICATION NUMBER 2		PROJECT NUMBER EPS-I-5-1(78)10

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 3, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>1,433,258</u>	\$ <u>1,541,135</u>
Federal Funds	\$ <u>1,322,323</u>	\$ <u>1,421,800</u>
Other revisions		

This modification is made for the following reasons:

To include additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of March, 1974.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

~~OREGON STATE HIGHWAY DIVISION~~
(Official name of Highway Department)

By E. J. Hunt

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

By G. L. Green
(Division Engineer)

Oregon State Highway Division

Federal-aid Project No.
EPS-I-5-1(78)10 Safety

NEIL CREEK SECTION

PACIFIC HIGHWAY IN JACKSON COUNTY

Salem, Oregon, April 22, 1974

Revised Project Agreement Estimate.

Type Code 6203

Roadway (Sta. 275+94.76 to Sta. 314+70.33)

Temporary Protection and Direction of Traffic	All Required		
Mobilization	All Required		\$ 38,000.00
Clearing and Grubbing	All Required		50,000.00
Removal of Structures and Obstructions	All Required		25,750.00
Ditch Excavation	All Required		
Embankment Foundation Excavation	80 cu.yd.	5.00	15,000.00
General Excavation	deleted		400.00
Rock Backfill	424,650 cu.yd.	1.35	573,277.50
Trench Excavation	deleted		
Finishing Roadbed and Slopes	300 cu.yd.	5.00	1,500.00
Obliteration of Roadway	All Required		5,100.00
Watering	23,000 sq.yd.	0.40	9,200.00
Bituminous Base Mixture	80 M-gal.	5.00	400.00
Asphalt Bituminous Base Mixture	5,100 ton	12.70	64,770.00
Plant-Mix Aggregate Base	194 ton	42.00	8,148.00
Class "B" Asphalt Concrete Mixture	25,380 ton	4.88	123,854.40
Asphalt Cement in Mixture	7,850 ton	13.23	103,855.50
Asphalt in Tack Coat	479 ton	42.00	20,118.00
18-inch Culvert Pipe	3 ton	105.00	315.00
36-inch Culvert Pipe	300 lin.ft.	5.10	1,530.00
18-inch Paved Culvert End Slopes	330 lin.ft.	8.50	2,805.00
36-inch Paved Culvert End Slopes	1 only	300.00	300.00
Concrete Inlets, Type G-2MA	1 only	500.00	500.00
6-inch Drain Pipe	4 only	500.00	2,000.00
8-inch Drain Pipe	120 lin.ft.	3.00	360.00
Special Filter Material in Drains	880 lin.ft.	3.00	2,640.00
Guard Rail, Type 2A	90 cu.yd.	8.00	720.00
Guard Rail Anchors	1,500 lin.ft.	3.25	4,875.00
Median Barrier	4 only	210.00	840.00
Type 2 Fence	3,100 lin.ft.	6.05	18,755.00
Extra for Asphalt Ditch Lining	2,400 lin.ft.	0.80	1,920.00
Guide Posts	70 sq.yd.	8.40	588.00
	30 only	9.45	283.50

Guide Posts, Flexible	10 only	15.75	157.50
Adjust Inlets	2 only	100.00	200.00
Roadside Seeding and Mulching	9 acre	400.00	3,600.00
			<u>\$1,081,762.40</u>

Additional Items

Flagging (60% of Contractor's Cost), EWO#1	All Required	\$ 3,000.00
Permanent Pavement Striping, SFO#2	All Required	300.00
Temporary Erosion Control	All Required	1,000.00
Repair Farmer's Access Road, EWO#2	All Required	2,000.00
Slide Correction, EWO#6	All Required	190,000.00
*Slide Correction, EWO#10	All Required	82,328.00
EWO#3 On-the-Job Trainees (2 @ \$800)	All Required	1,600.00
EWO#7 Install Horizontal Drains	All Required	5,700.00
*EWO#11 Construct & Sign Semi-Permanent Detour	All Required	95,837.00
*EWO#12 Drill Exploratory Core Holes	All Required	16,132.00
SFO#3 Drill & Install Slope Indicator Tubes	All Required	2,000.00
SFO#4 Maintain Detour	All Required	7,500.00
SFO#5 Detour Lighting	All Required	3,035.00
		<u>\$ 410,432.00</u>
		<u>\$1,492,194.40</u>
		149,218.60
		<u>\$1,641,413.00</u>
	Subtotal	
	Total	

*Increase

Length of Roadway - - - - - 0.734 Mile
 Cost of Roadway Per Mile - - - - - \$2,236,257.49

Federal Funds - - - - -	\$1,514,300.00
State Funds - - - - -	127,113.00
	<u>\$1,641,413.00</u>

Group 1 - 100%

Contract No. 7676

Prefix: 615-1048

Oregon State Highway Division

Federal-Aid Project No.
EPS-I-5-1(78)10 Safety

NEIL CREEK SECTION

PACIFIC HIGHWAY IN JACKSON COUNTY

Salem, Oregon, March 6, 1974

Revised Project Agreement Estimate.

Type Code 6203

Roadway (Sta. 275+94.76 to Sta. 314+70.33)

Temporary Protection and Direction of Traffic	All Required		\$ 38,000.00
Mobilization	All Required		50,000.00
Clearing and Grubbing	All Required		25,750.00
Removal of Structures and Obstructions	All Required		15,000.00
Ditch Excavation	80 cu.yd.	5.00	400.00
Embankment Foundation Excavation	deleted		
General Excavation	424,650 cu.yd.	1.35	573,277.50
Rock Backfill	deleted		
Trench Excavation	300 cu.yd.	5.00	1,500.00
Finishing Roadbed and Slopes	All Required		5,100.00
Obliteration of Roadway	23,000 sq.yd.	0.40	9,200.00
Watering	80 M-gal	5.00	400.00
Bituminous Base Mixture	5,100 ton	12.70	64,770.00
Asphalt Bituminous Base Mixture	194 ton	42.00	8,148.00
Plant-Mix Aggregate Base	25,380 ton	4.88	123,854.40
Class "B" Asphalt Concrete Mixture	7,850 ton	13.23	103,855.50
Asphalt Cement in Mixture	479 ton	42.00	20,118.00
Asphalt in Tack Coat	3 ton	105.00	315.00
18-inch Culvert Pipe	300 lin.ft.	5.10	1,530.00
36-inch Culvert Pipe	330 lin.ft.	8.50	2,805.00
18-inch Paved Culvert End Slopes	1 only	300.00	300.00
36-inch Paved Culvert End Slopes	1 only	500.00	500.00
Concrete Inlets, Type G-2MA	4 only	500.00	2,000.00
6-inch Drain Pipe	120 lin.ft.	3.00	360.00
8-inch Drain Pipe	880 lin.ft.	3.00	2,640.00
Special Filter Material in Drains	90 cu.yd.	8.00	720.00
Guard Rail, Type 2A	1,500 lin.ft.	3.25	4,875.00
Guard Rail Anchors	4 only	210.00	840.00
Median Barrier	3,100 lin.ft.	6.05	18,755.00
Type 2 Fence	2,400 lin.ft.	0.80	1,920.00
Extra for Asphalt Ditch Lining	70 sq.yd.	8.40	588.00
Guide Posts	30 only	9.45	283.50

Guide Posts, Flexible	10 only	15.75	157.50
Adjust Inlets	2 only	100.00	200.00
Roadside Seeding and Mulching	9 acres	400.00	3,600.00
			<u>\$1,081,762.40</u>

Additional Items

Flagging (60% of Contractor's Cost), EWO#1	All Required	\$ 3,000.00
Permanent Pavement Striping, SFO#2	All Required	300.00
Temporary Erosion Control	All Required	1,000.00
Repair Farmer's Access Road, EWO#2	All Required	2,000.00
Slide Correction, EWO#6	All Required	190,000.00
Slide Correction, EWO#10	All Required	55,500.00
EWO#3 On-the-Job Trainees (2 @ \$800)	All Required	1,600.00
EWO#7 Install Horizontal Drains	All Required	5,700.00
EWO#11 Construct & Sign Semi-Permanent Detour	All Required	50,070.00
EWO#12 Drill Exploratory Core Holes	All Required	8,100.00
SFO#3 Drill & Install Slope Indicator Tubes	All Required	<u>2,000.00</u>
		\$ 319,270.00
		<u>Subtotal</u>
		\$1,401,032.40
		<u>140,102.60</u>
		<u>Total</u>
		\$1,541,135.00

Length of Roadway - - - - - 0.734 Mile
 Cost of Roadway Per Mile - - - \$1,952,667.57

Federal Funds - - - - -	\$1,421,800.00
State Funds - - - - -	<u>119,335.00</u>
	\$1,541,135.00

Group 1 - 100%

Contract No. 7676

Prefix 615-1048

7676

STATE COPY

5

MONTHLY TRANSACTION NUMBER 1-1	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 1-2-74	STATE OREGON
PROJECT REPORT NUMBER 8		COUNTY Jackson
MODIFICATION NUMBER 1		PROJECT NUMBER EPS-1-5-1(78)10

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 1, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>1,351,112</u>	\$ <u>1,433,258</u>
Federal Funds	\$ <u>1,246,535</u>	\$ <u>1,322,323</u>
Other revisions		

This modification is made for the following reasons:

Removed items from program status and added three approved EWO's.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2^d day of January, 1974.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By [Signature]

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

By [Signature]
(Division Engineer)
for G. L. Green

NOTED
A.E. [Signature]

NOTED
R.D. [Signature]

Oregon State Highway Division

Federal-Aid Project.
No. EPS-I-5-1(78)10 Safety

NEIL CREEK SECTION

PACIFIC HIGHWAY IN JACKSON COUNTY

Salem, Oregon, December 24, 1973

Revised Project Agreement Estimate.

Type Code 6203

Roadway (Sta. 275+94.76 to Sta. 314+70.33)

Temporary Protection and Direction of Traffic	All Required		\$ 38,000.00
Mobilization	All Required		50,000.00
Clearing and Grubbing	All Required		25,750.00
Removal of Structures and Obstructions	All Required		15,000.00
Ditch Excavation	80 cu. yd.	5.00	400.00
*Embankment Foundation Excavation	deleted		
*General Excavation	424,650 cu. yd.	1.35	573,277.50
*Rock Backfill	deleted		
Trench Excavation	300 cu. yd.	5.00	1,500.00
Finishing Roadbed and Slopes	All Required		5,100.00
Obliteration of Roadway	23,000 sq. yd.	0.40	9,200.00
Watering	80 M-gal.	5.00	400.00
Bituminous Base Mixture	5,100 ton	12.70	64,770.00
*Asphalt Bituminous Base Mixture	194 ton	42.00	8,148.00
*Plant-Mix Aggregate Base	25,380 ton	4.88	123,854.40
*Class "B" Asphalt Concrete Mixture	7,850 ton	13.23	103,855.50
*Asphalt Cement in Mixture	479 ton	42.00	20,118.00
Asphalt in Tack Coat	3 ton	105.00	315.00
18-inch Culvert Pipe	300 lin. ft.	5.10	1,530.00
36-inch Culvert Pipe	330 lin. ft.	8.50	2,805.00
18-inch Paved Culvert End Slopes	1 only	300.00	300.00
36-inch Paved Culvert End Slopes	1 only	500.00	500.00
Concrete Inlets, Type G-2MA	4 only	500.00	2,000.00
6-inch Drain Pipe	120 lin. ft.	3.00	360.00
8-inch Drain Pipe	880 lin. ft.	3.00	2,640.00
Special Filter Material in Drains	90 cu. yd.	8.00	720.00
Guard Rail, Type 2A	1,500 lin. ft.	3.25	4,875.00
Guard Rail Anchors	4 only	210.00	840.00
Median Barrier	3,100 lin. ft.	6.05	18,755.00
Type 2 Fence	2,400 lin. ft.	0.80	1,920.00
Extra for Asphalt Ditch Lining	70 sq. yd.	8.40	588.00
Guide Posts	30 only	9.45	283.50
Guide Posts, Flexible	10 only	15.75	157.50
Adjust Inlets	2 only	100.00	200.00
Roadside Seeding and Mulching	9 acres	400.00	3,600.00
			<u>\$1,081,762.40</u>

*Change in quantities

Additional Items

Flagging (60% of Contractor's Cost),
EWO#1
Permanent Pavement Striping, SFO#2
Temporary Erosion Control
Repair Farmer's Access Road, EWO#2
Slide Correction, EWO#6
Slide Correction, EWO#10

A11 Required
A11 Required
A11 Required
A11 Required
A11 Required
A11 Required

\$ 3,000.00
300.00
1,000.00
2,000.00
190,000.00
19,900.00

\$ 221,200.00

Subtotal \$1,302,962.40
130,295.60

Total \$1,433,258.00

Length of Roadway - - - 0.734 Mile
Cost of Roadway Per Mile - - - \$1,952,667.57

Federal Funds - - - - - \$1,322,323.00
State Funds - - - - - 110,935.00
\$1,433,258.00

Group 1 - 100%
Contract No. 7676
Prefix: 615-1048

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. <u>7676 1-22</u>	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) <u>1-2-72</u>	STATE Oregon
PROJECT REPORT NO. <u>3</u>		COUNTY Jackson
		PROJECT NO. EPS-1-5-1(78)10 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 2.0 MI. S. of South Ashland Intchge., S. 0.7 MI.
"Nail Creek Section"

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER (Specify)	11-12-71	0.734

FUNDS

ESTIMATED TOTAL COST OF PROJECT

\$ **1,351,112.00**

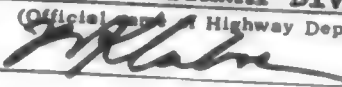
Pro Rata 92.26%

FEDERAL FUNDS

\$ **1,246,535.00**

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By 

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By 
(Division Engineer)For: **R. E. Simpson**Date executed by Division Engineer **JAN 3 1972**

Oregon State Highway Division

Federal-Aid
Project No. EPS-I-5-1(78)10 Safety

NEIL CREEK SECTION

PACIFIC HIGHWAY IN JACKSON COUNTY

Salem, Oregon, December 27, 1971

Project Agreement Estimate.

Type Code 6203

Roadway (Sta. 275+94.76 to Sta. 314+70.33)

Temporary Protection and Direction of Traffic	All Required		\$ 38,000.00
Mobilization	All Required		50,000.00
Clearing and Grubbing	All Required		25,750.00
Removal of Structures and Obstructions	All Required		15,000.00
Ditch Excavation	80 cu.yd.	5.00	400.00
Embankment Foundation Excavation	10,700 cu.yd.	1.50	16,050.00
General Excavation	476,500 cu.yd.	1.35	643,275.00
Rock Backfill	9,700 cu.yd.	3.00	29,100.00
Trench Excavation	300 cu.yd.	5.00	1,500.00
Finishing Roadbed and Slopes	All Required		5,100.00
Obliteration of Roadway	23,000 sq.yd.	0.40	9,200.00
Watering	80 M-gal.	5.00	400.00
Bituminous Base Mixture	5,100 ton	12.70	64,770.00
Asphalt Bituminous Base Mixture	280 ton	42.00	11,760.00
Plant-Mix Aggregate Base	28,800 ton	4.88	140,544.00
Class "B" Asphalt Concrete Mixture	8,200 ton	13.23	108,486.00
Asphalt Cement in Mixture	530 ton	42.00	22,260.00
Asphalt in Tack Coat	3 ton	105.00	315.00
18-inch Culvert Pipe	300 lin.ft.	5.10	1,530.00
36-inch Culvert Pipe	330 lin.ft.	8.50	2,805.00
18-inch Paved Culvert End Slopes	1 only	300.00	300.00
36-inch Paved Culvert End Slopes	1 only	500.00	500.00
Concrete Inlets, Type G-2MA	4 only	500.00	2,000.00
6-inch Drain Pipe	120 lin.ft.	3.00	360.00
8-inch Drain Pipe	880 lin.ft.	3.00	2,640.00
Special Filter Material in Drains	90 cu.yd.	8.00	720.00
Guard Rail, Type 2A	1,500 lin.ft.	3.25	4,875.00
Guard Rail Anchors	4 only	210.00	840.00
Median Barrier	3,100 lin.ft.	6.05	18,755.00
Type 2 Fence	2,400 lin.ft.	0.80	1,920.00
Extra for Asphalt Ditch Lining	70 sq.yd.	8.40	588.00
Guide Posts	30 only	9.45	283.50
Guide Posts, Flexible	10 only	15.75	157.50
Adjust Inlets	2 only	100.00	200.00
Roadside Seeding and Mulching	9 acres	400.00	3,600.00
			<u>\$1,223,984.00</u>

Oregon State Highway Division

-2-

Federal-Aid

Project No. EPS-I-5-1(78)10 Safety

Flagging (60% of Contractors Cost)	All Required	\$ 3,000.00
Permanent Pavement Striping	All Required	300.00
Temporary Erosion Control	All Required	1,000.00
		<u>\$ 4,300.00</u>
Subtotal		<u>\$1,228,284.00</u>
10% Engr. & Cont.		<u>122,828.00</u>
Total		<u>\$1,351,112.00</u>

Length of Roadway - - - - - 0.734 Mile

Cost of Roadway Per Mile- - - \$1,840,752.04

Work Retained in Program Status

Slide Correction	All Required	\$ 15,000.00
Pipe Bedding Material	All Required	100.00
Repair Farmers Access Road	All Required	<u>2,000.00</u>
Subtotal		\$ 17,100.00
10% Engr. & Cont.		<u>1,710.00</u>
Total		<u>\$ 18,810.00</u>

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Roadway	\$1,351,112.00	\$1,246,535.00	\$104,577.00
Retained in Program	18,810.00	17,354.00	1,456.00
Total	<u>\$1,369,922.00</u>	<u>\$1,263,889.00</u>	<u>\$106,033.00</u>

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%
Contract No. 7676
Prefix: 615-1048

7676

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 4 1974

TO Oregon ~~SALEM~~ ^{Transportation} Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Overrun of Project Authorization
Neil Creek Section, I-5
Contract No. 7676

An overrun in the project authorization for this project is apparent. The original authorization was \$1,401,057.00 for this slide correction project located in Jackson County, and it now appears that the final cost will be \$1,584,443.68, an increase of \$183,386.68 (13.1%).

The reason for this overrun is that additional instability in the cut slope necessitated the construction of a semipermanent detour as well as requiring debris removal and slide correction measures. An overrun in engineering accompanied the added contract work.

The contract has been completed as of March 21, 1974, and another contract will be let after a more permanent solution to the slide problem is determined. This is a "Federal-Aid Interstate Highway Project" and the added cost will also be Federal participating.

This matter will be on the agenda for your consideration at the April 30 meeting and I recommend your approval of the increase.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
Vince Gallagher
Alfred Shirley
Gary Sund
Bob Whipps

WR:lb dpy

7676

STATE COPY

cc: OSHD (H S Coulter)
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 13	COUNTY Jackson	DIVISION Oregon
IN COMPANY WITH *See below			
DATE OF INSPECTION 3-29-74	INSPECTION MADE BY T. P. Lowe, Area Engineer		PROJECT NO. EPS-I-5-1(78)10
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 191 %	WORK COMPLETED 100 %

CC. Y SENT
 RECEIVED
 MAY 08 1974
 MAY 8 1974
 OFFICE OF
 Assistant State Highway Engineer

NEIL CREEK SECTION
PACIFIC HIGHWAY
Slide Correction

1. Scope of Inspection

On March 1, 1974 I accompanied Bill Maude and Rod Halter, OSHD to the job site (Insp. Report #11). The purpose of our inspection was to evaluate the scope of additional work required to stabilize the rock slope and to determine the status of the existing contract work.

2. Summary of Findings

The contractor had substantially completed the contract work last fall. The extra work of sealing the rock slope, constructing a detour, and removing rock slide material was nearly complete.

The storm of January 14, 1974 (declared a disaster by the Governor and President) caused minor erosion of ditches and earth slopes within the project limits. This occurred after the contractor had completed the contract work and was performing only extra work under price agreement.

On March 12, 1974, I attended a meeting at the Regional Engineer's office in Roseburg (see Insp. Report #12). Due to the large scope of additional work necessary to stabilize the rock slope and to put traffic back on the planned alignment, it was decided that a second contract will be awarded and the existing contract terminated. It was further agreed that any extraordinary maintenance required by additional rock fall or to maintain the detour in a safe operating condition should be performed by State forces and be eligible for Interstate funding.

(more)

3. Contract Time

On March 29, 1974, I made a final inspection of the completed work in the field. The project has been completed in substantial compliance with the approved plans, specifications, and authorized changes and acceptance is recommended.

The contract work, including extra work covered by price agreements was completed March 21, 1974. The State accepted the project March 27, 1974.

The contract specified 225 calendar days. The contractor used 430 $\frac{1}{2}$ calendar days. It is expected that the contractor will submit a request for time extension soon. I will address this matter following the contractor's request and the State's recommendations have been submitted.

76760

FORM 81-734-3001 OREGON STATE HIGHWAY DIVISION FIELD ENGINEER'S WEEKLY REPORT FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION		SECTION Neil Creek Highway Pacific		WEEK ENDING March 23, 1974 SECTION PREFIX 615-1048 COUNTY Jackson	
NAME OF JOB (Neil Creek) Slide Correction		KIND OF WORK Slide Correction			
CONTRACTOR Halvorson - Mason & Matusek, Inc.		CONTRACT NUMBER 7676		FEDERAL AID PROJECT NUMBER EPS-5-1(78)10	
DATE OF CONTRACT December 21, 1971		DATE WORK STARTED January 19, 1972		ESTIMATED COMPLETION DATE March 22, 1974	
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 3 SUPERVISION: 1		SPECIFIED WORK DAYS 225		WORK DAYS USED 430½	
PROJECT AUTHORIZATION 1,401,057.00		SPECIFIED CALENDAR DAYS 225		CALENDAR DAYS USED 430½	
EXCLUSIVE OF ENGINEERING: 1,301,426.00		SPECIFIED COMPLETION DATE		PERCENT OF TIME ELAPSED 189	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING 1,443,823.51		ENGINEERING AUTHORIZATION 99,630.72		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99	
ESTIMATED PERCENT: OVERRUN 9% UNDERRUN		ENGINEERING COST TO DATE 119,165.39		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99	
PERCENT OF AUTHORIZATION 119%		DATE PROJECT WAS COMPLETED:			

ESTIMATED PERCENT COMPLETE (ROADWORK)							
CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	100		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0.73	0.73			0.73
MILES PARTIALLY COMPLETED							
MILES COMPLETED			0.73	0.73			0.73
TOTAL ESTIMATED QUANTITIES (CONTRACT)			487,200	28,800			13,000
TOTAL QUANTITIES CORRECTED TO DATE			424,687	24,950			13,300
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			424,687	24,950			13,300
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY			1				
HOURS PER SHIFT			8				
EQUIPMENT USED DURING THE WEEK:							
1-Blade 1-Loader 1-Dozer							

ESTIMATED PERCENT COMPLETE (STRUCTURES)							
BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17	Fair	1		
MONDAY 18	Fair	1		
TUESDAY 19	Fair	1		
WEDNESDAY 20	Fair	1		
THURSDAY 21	Fair	1		
FRIDAY 22	Fair			
SATURDAY 23	Fair			

BB GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	SJ-5 Yarder & 3-men removed core drill equipment & core boxes from top cut (or slide slope) , yarder finished work this shift and begin preparing for move-out.
TUESDAY	Loader placing embankment, reinforcement behind south bound shoulder barrier. Two men replaced fence top of slide slope, drill holes, area. Two hundred feet of pre-cast concret barrier arrived on project. ~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
WEDNESDAY	Loader placing concrete barrier on south bound shoulder and across fallout area. R.W. Jacks dismantled boom from yarder & removed from project.
THURSDAY	Bladed Mr. Farmers road and filled guard rail post holes in the old median area. State forces restriped north & south bound detour.
FRIDAY	NO ACTIVITY
SATURDAY	

REMARKS

Contractor completed all Force Account Work on slide Thursday afternoon. All equipment moved off project Thursday.

Mr. Farmer's road may need more attention when the weather permits.

PROJECT COMPLETED THURSDAY , MARCH 21, 1974.

K. Allmer

Medford

NOTED

H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon

March 15, 1974

SUBJECT: Neil Creek Section
Use of Electronic Measuring DevicesTo: A. Shirley, Jr.
Region Engineer
R O S E B U R G

Attention: J. X. Wilson

Following is a short history of survey problems on the Neil Creek Section and the effective use of Mr. Jeter's crew and the Electronic Measuring Device.

After the slide in the rock cut occurred in November, 1973, cross sections and logs of surface jointing were required. As the distances from centerline often in excess of 300 feet and that the man above was hanging from a rope it was decided to stadia the distances. A five foot section of rod was used by the man on the face and the transit was set on roadbed centerline. It was found that verticle angles to the top of the slide exceeded forty-five degrees and the angle distances often required the reading of half stadia with the five foot rod. The field information was calculated in the office and it was found that errors of up to ten feet were common due to all the problems listed above. At this time a call was placed to Mr. Jeter and his crew with the Electronic Measuring Device, theolite and HP35 calculator arrived the following week.

Upon arrival of the EMD crew it was found that the theolite could not read the larger vertical angles and a 100' offset line was run. The prism was mounted on the 5' rod and work began. Field work did not progress at a much faster pace than using stadia as the rod man's movements controlled the speed. However all calculations were made in the field with HP 35 and the information was available almost immediately. It is estimated that the stadia calculations would require about two man days to do the same work. The savings of two man days on approximately two days of field work is not great nor is it reasonable to make this comparison as the stadia method did not (and could not) give accuracy of plus or minus one foot.

Two methods other that the EMD could give the required information. First would be low level photogrammetry. As the weather was poor and could be expected to remain poor, this was not considered. The other alternative was to run traverses and level circuits over lower bench, slip plane, upper bench, and top of cut and remeasure off these lines. It is estimated that this would require twenty to twenty-four man days. More importantly it would have the crew working on a twenty-six degree rubble strewn slope under overhanging rock faces. This alternative had to be eliminated for reasons of safety.

RECEIVED

APR 2 1974

Office of
Assistant State Highway Engineer

The use of the EMD on this project saved an estimated \$700.00 over the traverse and cross sectioning. On this project the machine was used twice, once in November and also in January for a total savings of about \$1,400.00.

This crew also used Mr. Jeter's crew last summer when a contractor encroached upon a State material source. When this crew went out to replace property lines it was found that one boundary was over the contractor's pond for a distance of 700 feet $\pm$. The ground was covered with heavy growth from vines to forty inch diameter cottonwood trees. By using the EMD to measure across the pond it is estimated that at least three days of crew time was saved. Net savings were around \$350. It should be noted that travel time for the Salem crew was about twelve hours to do less than two hours work.

While less than six days work by the EMD and Salem crew showed a savings of about \$1,750.00, I would expect the major use of the device to be by the location crews. Its use in triangulation, long ties to section corners and the ability to establish distances over odd terrain (i.e. ponds, rivers, etc.) certainly should show a savings of about 3 or 4 to 1 as compared to standard methods.



Wm. H. Maude
Resident Engineer

WHM/rlj

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Neil Creek Date March 13, 1974

Highway Pacific Contract No. 7676

County Jackson Kind of Work Slide Correction Contractor Halvorson-Mason & L. S. Matussek

	Authorized	Estimated
Contract Amount	\$1,223,984.00	\$1,083,207.09
Anticipated Items	21,400.00	213,981.62
Contingency (4½%)	56,042.28	206,154.97
Engineering	99,630.72	120,000.00
Credits		-38,900.00
PROJECT COST	\$1,401,057.00	\$1,584,443.68
NET INCREASE \$		183,386.68

APPROVED BY
OREGON TRANSPORTATION COMMISSION
DATE 4-30-74

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) Item No. 5 Ditch Excavation	520.20	+ 120.20
(C) Item No. 6 Embankment Foundation Exc.	0.00	-16,050.00
(C) Item No. 7 General Excavation	573,273.18	-70,001.82
(C) Item No. 8 Rock Backfill	0.00	-29,100.00
(C) Item No. 9 Trench Excavation	1,681.55	+ 181.55
(C) Item No. 11 Obliteration of Roadway	7,214.34	- 1,985.66
(C) Item No. 12 Watering	10,520.50	+10,120.50
(C) Item No. 13 Bituminous Base Mixture	53,601.37	-11,168.63
(C) Item No. 14 Asphalt in Bituminous Base Mixture	8,803.83	- 2,956.17
(C) Item No. 15 Plant-Mix Aggregate Base	123,859.82	-16,684.18
(C) Item No. 16 Class "B" Asphalt Concrete Mixture	103,897.04	- 4,588.96
(C) Item No. 17 Asphalt Cement in Mixture	20,112.71	- 2,147.29
(C) Item No. 18 Asphalt in Tack Coat	504.00	+ 189.00

(over)

Principal reasons for overruns (Continue on reverse side): When the contract was almost complete except for the minor work on the downhill slope, the fill slide began to move. A major correction was designed and EWO #6 written. As work progressed it became apparent additional work (i.e. horizontal drains, extra excavation depths, etc.) was necessary and was done. (over)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by H. M. Maude
Resident Engineer

Noted by [Signature]
Construction or Bridge Engineer

Confirmed by J. X. Wilson
Division Engineer

Noted by [Signature]
Deputy or State Highway Engineer

Major overruns and underruns (cont.)		Expected Amount	Net Change
		1,739.10	+ 209.10
(C) Item No. 19	18 inch culvert pipe	2,397.00	- 408.00
(C) Item No. 20	36 inch Culvert Pipe	330.00	- 30.00
(C) It. No. 24	6 inch Drain Pipe	2,361.00	- 279.00
(C) Item No. 25	8 inch Drain Pipe	726.16	+ 6.16
(C) Item No. 26	Special Filter Material in Drains	4,588.08	- 286.92
(C) Item No. 27	Guard Rail Type 2A	420.00	- 420.00
(C) Item No. 28	Guard Rail Anchors	18,314.56	- 440.44
(C) Item No. 29	Median Barrier	753.65	+ 165.65
(C) Item No. 31	Extra For Asphalt Ditch Lining	8,380.00	+ 4,780.00
(C) Item No. 35	Roadside Seeding & Mulching	5,228.49	+ 2,228.49
(A) EWO No. 1	Flagging	560.30	+ 260.30
(A) SFO No. 2	Permanent Striping	0.00	- 1,000.00
(A)	Temporary Erosion Control	199,801.27	+184,801.27
(A) EWO No. 6	Slide Correction	0.00	- 100.00
(A)	Pipe Bedding Materials	6,791.56	+ 4,791.56
(A) EWO No. 2	Repair Farmer's Access Road	120,000.00	+20,369.28
(A)	Engineering	474.83	+ 474.83
(U) PA No. 1	Reimburse Contractor for Starting A.C. Plant	453.25	+ 453.25
(U) PA No. 2	Supply Mat'l and Install A.C. Curbs	1,600.00	+ 1,600.00
(U) EWO No. 3	On-The-Job Trainees	97.19	+ 97.19
(U) EWO No. 4	Clear Plugged Culverts	408.76	+ 408.76
(U) EWO No. 5	Remove Existing Striping	5,706.82	+ 5,706.82
(U) EWO No. 7	Install Horizontal Drains	2,438.00	+ 2,438.00
(U) EWO No. 8	Construct Access Road To Bench	2,937.25	+ 2,937.25
(U) EWO No. 9	Remove and Salvage Signs	77,314.95	+77,314.95
(U) EWO No.10	Remove Slide Debris	99,451.30	+99,451.30
(U) EWO No.11	Construct Semi-permanent Detour	11,600.00	+11,600.00
(U) EWO No.12	Drill Exploratory Core Holes	1,058.78	+ 1,058.78
(U) SFO No. 1	Temporary Striping	2,613.84	+ 2,613.84
(U) SFO No. 3	Install Indicator Tubes		

Principal reasons for overruns (continued): Three days before the scheduled final inspection a portion of the rock cut slid onto the new roadbed. A detour was designed and mostly constructed and the slide clean up was almost complete when two additional cut slides occurred coming across the roadbed. An emergency detour was constructed and paved and these slides were cleaned up. Also exploratory drilling was done in the cut area to obtain information for the designing of a permanent solution to the slides. It should be noted that the engineering costs include 24 hour flagmen, seven days a week for varying periods after each slide as well as much additional survey work in remeasuring, tying drill holes, etc., and the additional costs of inspection from June, 1973, to March 1974.

7676
Region
Wash DC
Region (Munoz)

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropriate box) ☒ CONTACT		☐ PROJECT STAGE INSPECTION	☐ FINAL INSPECTION
REGION NO. 10	REPORT NO. 12	COUNTY Jackson	DIVISION Oregon
DATE OF INSPECTION 3-12-74	INSPECTION MADE BY T. P. Lowe, Area Engineer		PROJECT NO. EPS-I-5-1(78)10
IN COMPANY WITH * See Below		TIME ELAPSED -- %	WORK COMPLETED -- %
QUALITY OF WORK * NA		PROGRESS OF WORK NA	
REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN (* Not applicable for all contacts.)			

NEIL CREEK SECTION
Pacific Highway
Slide Correction

MAR 15 1974

REGIONAL OFFICE

1. SCOPE OF MEETING

The following persons met in Roseburg to determine the work necessary to correct the cut slide on the subject project and to decide what part of the work, if any, should be done under the existing contract:

Rod Halter, Geologist
J. X. Wilson, Construction Engineer
Bill Maude, Resident Engineer
Ed Johnson, Office Engineer
Elliot Parker, Geologist
T. P. Lowe, Area Engineer, FHWA

2. CONCLUSION

It was agreed that the current contract be terminated as soon as additional GM barrier (200+ ft) is installed to keep traffic from driving or parking under the slide area. The detour, away from the slide area, will continue to be used until another contract completing the slide corrective work is done. It was noted that the State will have to patch and overlay part of the 4-lane detour in the inter-period until another contract is prepared and awarded. This work should be eligible for "I" funding.

The next contract should be prepared as soon as possible and awarded this spring and the work complete this coming summer. Some right of way may be needed. The Region will complete their survey to determine right of way needs as soon as possible. A negative declaration will be satisfactory since this is just a continuation of the existing project.

RECEIVED

(more)

MAR 18 1974

Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

PREVIOUS EDITIONS WILL BE USED

I agreed that the final correction to be performed under the next contract will involve the following work:

1. Remove about 8,000 CY of overhanging sand stone (\$20,000).
2. Install rock bolts to help hold the massive sand stone. Preliminary computations indicate two rows of bolts 50 feet long on 4-foot centers through the slide area. Estimated cost 8000 lin. ft. at \$150,000 total cost. (Note the final design will be submitted to Andy Munoz, Region Soils Engineer, for concurrence.) The rock bolts will be installed immediately after the overhang is removed to avoid movement and weakening of existing resistance.
3. Realine the Interstate lanes away from the slide area as far as possible and still maintain reasonable (standard) horizontal alignment. Approximate cost is \$200,000.

Mr. Halter advised that recent checks on the slope indicators on the fill side (east side) of the road indicate no movement this winter in the old slide area. This brings up the possibility of realining the roadway more towards its original alignment and leaving a generous fallout area adjacent to the high cut with overhanging sandstone.

The State has suggested the use of rock bolts or tension pins to help stabilize and hold the massive sandstone which has been coming off the upper portion of the cut. In addition to the pining or rock bolting some additional overhang material would have to be shot off (about 10,000 CY). Also there is the possibility of reestablishing a bench through slide face by connecting the lower bench to the north to the upper bench on the south. This would tend to reduce rock fall danger to traffic should the new alignment be used in the future.

It was also suggested that in conjunction with the above work, consideration be given to a rock net covering the slide face to hold the rock fragments in the fallout area. It would appear that the netting would not be effective against any massive movements of sandstone but if the rock pins and/or bolts are successful the netting could be beneficial in containing small chunks in the fallout area.

5. SUMMARY

Several possible solutions which may be used in combination were discussed such as rock bolting, grouted pins, realignment of roadway away from the cut face, reestablishing a bench through the cut, and covering the rock face with heavy netting. It was agreed that a general meeting should be held approximately March 12 or 13 after all the sursurface exploration work has been completed. Mr. Munoz will investigate the possibility of using rock bolts or grouting pins and give his recommendation at that time.

Whatever the corrective measures are selected it is apparent that the work will be substantial and another contract will have to be let. This contract will probably be let sometime during the coming construction season. In the meantime the pave 4-lane detour around the slide area should be adequate to handle traffic.

7676

5

January 7, 1974

TO

G. L. Green, Division Engineer
Federal Highway Administration

FROM

L. H. Young
Office Engineer

Federal-aid Project
No. EPS-1-5-1(78)10

SUBJECT

Request Change Order Approval

Contract 7676, Extra Work Order No. 11
Project Hell Creek
Highway Pacific
County Jackson

The Order covers construction and signing of a semi-permanent detour through the slide area in the cut between Stations 285 and 306. Construction of the detour will include a fallout area which will be utilized for future work in this area. This work will greatly improve the safety factor for the traveling public.

Attached is a copy of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on December 5, 1973.

Your approval as of December 5, 1973 is requested.

Attach.

JK:pr

7676

5

December 21, 1973

TO G. L. Green, Division Engineer Federal Highway Administration Federal-aid Project No. KPS-I-5-1(78)10

FROM L. H. Young, Office Engineer

SUBJECT Request Change Order Approval

Contract 7676, State Force Order No. 3

Project Neil Creek

Highway Pacific

County Jackson

The Order covers State forces drilling and installing two slope indicator tubes to monitor movement along a possible weak zone encountered at the north end of the project. The contractor is neither properly equipped nor staffed to perform this specialized work. It is in the public's interest for the State to perform this work since they have the specialized equipment and trained personnel to perform this work economically and expeditiously.

The estimated total cost of work to be performed under this Order is \$2,000 with Federal participation of \$1,800. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on November 27, 1973.

Your approval as of November 27, 1973 is requested.

RM:abh.

#7616

December 13, 1973

Mr. Robert C. Hawkins
Attorney at Law
Oregon Trail Mall
228 N. E. Roberts
P. O. Box 594
Gresham, OR 97030

RE: DOA: 11-12-73
Place: 3 Miles South of
Ashland on Hwy I-5
CLC 73-94

Dear Mr. Hawkins

In reference to your letter of December 4, 1973, the matter on the above mentioned case has been referred to our insurance carrier, Chubb/Pacific Indemnity Group, Lloyd Building, 700 N.E. Multnomah, Portland, Oregon 97232. I would suggest that you contact them directly.

Sincerely yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:clh
cc: Scott Coulter

RECEIVED

DEC 14 1973

Office of
Assistant State Highway Engineer

NO
H.S.C.

HAWKINS, GERMUNDSON AND SCALF

ATTORNEYS AT LAW

OREGON TRAIL MALL

228 N. E. ROBERTS - P.O. BOX 594

GRESHAM, OREGON 97030

ROBERT G. HAWKINS
ROGER C. GERMUNDSON
WILLIAM D. SCALF

December 4, 1973

503/665-6173

Oregon State Highway Department
Salem, Oregon 97310

CLC-73-84

Re: Accident of 11/12/73
Place: 3 Miles South of
Ashland on Hwy I-5

Gentlemen:

Please refer to my letter directed to your department under date of November 16, 1973, concerning the above matter. I have had no response to my said letter and I would appreciate hearing from you.

Very truly yours,

Robert G. Hawkins
Robert G. Hawkins

RGH:ws

RECEIVED
DEC 11 1973
CLC-73-84

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon 97501

November 28, 1973

NOTED
JACK L. SOLLIS

To: David H. Moehring
Maintenance Engineer
Salem, Oregon

SUBJECT: Accident Claim
Steve Chai-Sun Chung and Angela Chen
Neil Creek Slide Project
Pacific Highway No. 1

Attention: Donna Wagers

Attached please find reports concerning the above subject accident as submitted by Bill Maude, Resident Construction Engineer, and by the Oregon State Police.

The accident occurred within a construction project and was investigated by construction personnel. If any further information is required, it is suggested Mr. Maude be contacted.


George T. Thornton
District Engineer

GTT:flk

CC: John Sheldrake
Attachments

OSHD
Region
Wash DC

121125
CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

(Check appropriate box) ☒ CONTACT ☐ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION			
REGION NO. 10	REPORT NO. 10	COUNTY Jackson	DIVISION Oregon
DATE OF INSPECTION 12/11/73	INSPECTION MADE BY T.P. Lowe, Area Engr & G.K. Hossner, District Engr		
PROJECT NO. EPS-I-5-1(78)10			
IN COMPANY WITH Bill Maud, Resident Engineer, OSHD			
QUALITY OF WORK* NA	PROGRESS OF WORK NA	TIME ELAPSED -	WORK COMPLETED -

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

NEIL CREEK SECTION
PACIFIC HIGHWAY
Slide Correction

DEC 27 1973

REGIONAL OFFICE

1. Scope of Inspection:

This inspection was made primarily to familiarize Mr. Hossner with the recent slide problems on this project.

2. Progress of Slide Correction:

The contractor is nearly finished with scaling loose rock off the cut slope. A portable tower will be on the project within the next few days to finish the scaling work. The contractor estimates the work will be completed within a week.

At the time of inspection the State was in the process of installing slope indicators in the old fill slide which was corrected under the terms of the contract. If the slope indicators reveal that the fill slide in fact has been corrected the possibility of moving the through lanes away from the cut to their original positions will be considered.

The State is in the process of negotiating a price agreement with the contractor to provide core drilling equipment to core the cut slide. Due to the many unforeseen possibilities in this work and particularly getting the drill to the work area, it was mutually agreed in the interest of all to perform the core drilling on a force account basis. This would allow the State's geologist, Rod Holter, to have full control over the work and should increase his chances of identifying the clay seams in the drill log. This work will probably not be finished until mid winter.

85'8 500
The State has designed a temporary realignment of both through lanes moving the traffic away from the cut slope and allowing approximately a 40 foot fallout area. Their proposal provides for removing the existing metal median rail and replacing it with a section of GM rail, realign the roadway as far as possible away from the cut. The paved shoulders will be reduced to a minimum through the slide area, however, no additional paving work will be required at this time. I recommend concurrence in the State's plans. The estimated cost is \$50,000.

NOTED
H.S. COULTER

12-31-73
C. H. Hossner
c1

7676

11-5-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATIONRegion
Wash DC
OSHDCONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropriate box) ☒ CONTACT		☐ PROJECT STAGE INSPECTION	☐ FINAL INSPECTION
REGION NO. 10	REPORT NO. 9	COUNTY Jackson	DIVISION Oregon
DATE OF INSPECTION 11/28/73	INSPECTION MADE BY T. P. Lowe, Area Engineer		PROJECT NO. EPS I-5-1(78)10
IN COMPANY WITH See below			
QUALITY OF WORK* NA	PROGRESS OF WORK NA	TIME ELAPSED -	WORK COMPLETED -

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT

NEIL CREEK SECTION
PACIFIC HIGHWAY
Slide Correction

DEC 07 1973

REGIONAL OFFICE

1. Scope of Inspection:

In the final stages of the existing project a major cut slide plugged both lanes of the southbound traffic temporarily. The following persons attended this inspection to determine the extent of the slide and possible remedial actions if necessary:

Andy Munoz, Soils Engineer, FHWA
Elliot Parker, Regional Geologist, OSHD
Rod Holter, Regional Geologist, OSHD
Bill Maud, Resident Engineer, OSHD
J. X. Wilson, Regional Construction Engineer, OSHD
Ed Johnson, Ass't Construction Engineer, OSHD
T. P. Lowe, Area Engineer, FHWA

12-10-73
Const.
by Young

RECEIVED STATE HWY ENGR						
DEC 10 73						
REFER TO						
FOR						
Info	Inves	R/D	DIR	Sign	Act	File

2. Description of the Slide:

The original slide which prompted this project was a fill slide. The embankment sloughed and the northbound traffic lanes were put into jeopardy. This project provided for placing both Interstate lanes on a full bench section by cutting further into the rock slope. Also, the fill slide was corrected by adding drainage and the installation of a massive keyway. The project was in its final days when a cut slide from the rock slopes came down blocking the southbound lanes. The second slide occurred early in November. Since that time the State has been clearing the large boulders from the roadway and scaling loose material off the cut bank. The slide came from the upper 2/3 of the cut. It started between the first and second bench and continues above the second bench halfway to the top. The slide is approximately 200' wide and lies along an inclined bedding plane of approximately 30°.

Due to loose material on the slope it has not been possible to examine the slide closer until now. Most of the overhung sandstone blocks and loose material on the slope has been removed by the scalers.

(more)

DEC 07 1973 NOTED
H.S. COULTER

11/28/73

From our examination it is obvious that the slide lies along a rather thick clay seam. This seam appears to lie between the granitic rock in the area and the sandstone which caps it. The dip of the fault between these two materials appears to lie on a 30° slope up the mountain. The fat clay layer varied from 4 inches to about a foot in thickness in the areas in which we were able to observe it. It appears that the wet weather has moistened the fat clay in this seam and removed all of the lower support on the blocky sandstone on top of the cut. The sandstone seemed to be hanging in tension and some of the remaining faces appear to have been fresh breaks while others were fragmented areas which have existed for some time.

Much of the sandstone still in place is showing fresh cracking which indicates movement still is occurring. It seems likely that additional large blocks of sandstone may come down at any time. Due to this potential danger to traffic it was decided that the southbound I-5 be reduced to one lane of traffic by the slide area and that a rock berm be placed on the shoulder of I-5 to allow for a reasonable fallout area should more material break off in large quantities. A price agreement will be negotiated with the contractor to affect this work immediately.

Secondly the remaining loose rock material on the slide will be scaled under the terms of an existing price agreement with the contractor.

Third, the State will try to obtain either through their own resources or through negotiation with the contractor a core drill to take additional cores down through the slide area so that the nature of the slip plane or clay seam can be determined. Following this subsurface exploration, the existing contract will be terminated. A meeting will be held at that time to determine which of the following general alternate solutions will be taken.

1. Move both lanes of roadway away from the rock cut back to their original position. It should be noted that slope indicators are being placed in the old fill slide area to determine if the rock keyway installed under the contract in fact stopped this fill slide. If so, it may be the best solution just to move the roadway back to its original location and to leave a generous fallout area for the rock cut.
2. Depending on the exact nature of the clay seam it may be possible to use rock bolts and/or remove a good share of the sandstone above the clay seam to reduce the potential of further rock fall.

Since this slide is an outgrowth of the previous slide correction which was funded with Interstate funds, the project to affect whichever solution should also be funded with the same funds.

(more)

Some thought was given to simply extending under supplemental agreement the existing contract; however, it appears that either of the above two solutions would be far too expensive to consider a negotiated contract.

The State expressed concern that in the interim period between terminating the existing contract and letting another contract there may be some extensive sliding in the area requiring heavy maintenance. I recommend that if extraordinary maintenance is required between contracts that the State force order be approved to provide Interstate funding.

7676

November 26, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. KPS-I-5-1(78)10

SUBJECT Request Change Order Approval

Contract 7676, Extra Work Order No. 10
Project Neil Creek
Highway Pacific
County Jackson

The order covers slide repair work right of station 293. The upper bench of the rock cut failed, taking out a portion of the lower bench. The slopes will be dressed, debris hauled away and other repair work will be done as needed.

Attached is a copy of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration District Engineer on November 5, 1973.

Your approval as of November 5, 1973 is requested.

Attach.

JK:js

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

.....Salem, Oregon.....
.....September 28, 1973.....

To:

J. B. Boyd
Right of Way Engineer

SUBJECT: Request for Additional Right of Way
Neil Creek Slide Section
Pacific Highway - I-5
Contract No. 7676

FROM: 

C. T. Keasey
Construction Engineer

Attached is correspondence, sketch map, and a request from Region III for additional right of way to be purchased in connection with the inverse and direct condemnation suits on the Ivan W. Farmer and Jerry S. Farmer properties lying below the slide area.

Region recommends that we acquire title to the property because of slide material remaining on the property, the possibility of further minor movement of the slide, and our Attorney's opinion that the damages could well equal or exceed the value of the property.

Please proceed with the necessary steps toward acquisition.

CTK:fw

Enc.

cc H. S. Coulter
J. X. Wilson

RECEIVED

OCT 1 1973
NOTED
H. S. COULTER

LEE JOHNSON
ATTORNEY GENERAL



DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313
August 14, 1973

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

RECEIVED STATE HWY ENGR							
SEP 5 73							
REFER TO							
FOR							
Info	Inves	R/D	D/R	Sign	Act	File	

NOTED
H. S. GULTER

Mr. J. B. Boyd
Director of Right of Way
State Highway Building
Salem, OR 97310

Re: Ivan W. Farmer, et ux v. State of Oregon
(L-6502 R-46848)

Jerry S. Farmer, et ux v. State of Oregon
(L-6498 R-46834)

RECEIVED STATE HWY ENGR							
AUG 15 73							
REFER TO							
FOR							
Info	Inves	R/D	D/R	Sign	Act	File	

Dear Mr. Boyd

The above two legal files are inverse condemnation cases growing out of the Neal Creek Slide south of Ashland. The complaints asked for \$50,000 and \$10,000 respectively.

The cases were filed in June, 1971. Trial was postponed in the Spring and Fall of 1972 because of uncertainty as to whether the Neal Creek Slide had been stabilized in the area affecting the subject property. By stipulation, we have agreed to file a substitute condemnation proceeding to acquire the interest of the Farmers. To accomplish this we set up right-of-way file R-46848 for the Ivan Farmer property and the file R-46834 for the Jerry Farmer property. Incidentally, we have settled separately with the Ivan Farmers for the acquisition of 1.04 acres located west of the I-5 freeway which was taken by the slide.

The principal issues involve the easterly (downhill) side of the freeway. Our files now cover a taking of 2.36 acres and damages to the remainder from the Jerry Farmer property and damages to the Ivan Farmer property, which has an easement over the Jerry Farmer property for road purposes.

B: 11
~~B: 11~~ Brown advises me that the slide correction work is almost completed and that the cleanup on the subject property will soon be completed. I have asked Mr. Brown to survey and prepare a description of the area of defendants' property physically affected by the sliding. I understand we can probably remove all of the slide material from the subject property adjacent to our existing right-of-way line.

August 14, 1973
Page 2

It is now necessary for us to determine what property interests we are to acquire from the Jerry Farmer property, to finalize whatever work we are doing to their access road, and to determine the amount of the damages to the Jerry Farmer property and to the Ivan Farmer property. If in fact we remove all of the slide material from defendants' property, we can probably utilize the theory that acquires no title from the defendants, but would pay them the reasonable value of the use of the land during the period of time it was affected by the slide material plus the damages to the two remaining properties occasioned by our use of the area affected.

Please have a determination made by your office in conjunction with the engineering people ~~made~~ of the property interests to be acquired from the Farmers. Thereafter, we will need updated and/or revised appraisals of the taking.

Sincerely

Leslie B. Hampton
Assistant Chief Trial Counsel

mjg

cc: Walter L. Barrie
A. E. Johnson ✓
J. H. Versteeg
Bill E. Brown
M. M. Mead
Leonard Riley
Richard Wilson



**OREGON STATE
HIGHWAY DIVISION**

7676

HIGHWAY BUILDING • SALEM, OREGON • 97310

V. V. Cusack, Acting Division Engineer DATE March 30, 1973

TO

~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. EPS-I-5-1(78)10

FROM

ORIGINAL SIGNED BY
L. H. YOUNG

L. H. Young
Office Engineer

SUBJECT

Request Change Order Approval

Contract 7676 Extra Work Order No. 6

Project Neil Creek

Highway Pacific

County Jackson

The order covers construction of a toe trench with drainage pipe and rock backfill in the slide area left of stations 288 to 291+50. The work is being performed under this order due to the significant change in the nature of work as now proposed over that which was originally planned. A Price Agreement will be submitted in the near future documenting the deletion of bid items 6 and 8 for "Embankment Foundation" and "Rock Backfill" (\$45,150) that would have covered the work as originally planned.

Attached are copies of letters from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on March 26, 1973.

Your approval as of March 26, 1973 is requested.

Attach.

JK:dqk

7676

OSHD (Johnson)				U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
Region Wash DC		CONSTRUCTION INSPECTION REPORT (PPM 20-4.1)		ch	
(Check appropriate box) ☒ CONTACT		☐ PROJECT STAGE INSPECTION		☐ FINAL INSPECTION	
REGION NO. 10	REPORT NO. 7	COUNTY Jackson	DIVISION Oregon		
DATE OF INSPECTION 3-15-73	INSPECTION MADE BY T. P. Lowe, A.E. & A. Munoz, Reg Soils Engr		PROJECT NO. EPS-I-5-1(78)10		
IN COMPANY WITH See below *					
QUALITY OF WORK *		PROGRESS OF WORK		TIME ELAPSED %	WORK COMPLETED %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT

NEIL CREEK SECTION
PACIFIC HIGHWAY
Slide Correction

MAR 26 1973

- * Bill Brown, Resident Engineer
- Bill Maude, Ass't Resident Engineer
- E. N. Johnson, Special Studies and Cost Engineer
- Rod Halter, Geologist

REGIONAL OFFICE

1. Scope of Inspection

The embankment slide below the roadway has become quite active this past winter. The Interstate roadway is on a solid rock bench section and therefore is not endangered by the old embankment slide. The railroad track further down the mountain side is endangered however. Should the slide be left alone it appears inevitable that the RR track will be damaged. This inspection was held to review the State's proposed corrective action.

2. Summary of Findings and Recommendations

I agree with the State's proposal to excavate a trench through the active slide and backfill it with rock. This trench will cross the slide and extend into shale below the slip zone providing both a counterbalance and drainage.

Following is a brief synopsis of estimated quantities and costs involved:

Embankment excavation	30,000 CY @ 1.50	\$ 45,000.00
Rock backfill	30,000 CY @ 3.00	90,000.00
Slide excavation	10,000 CY @ 1.50	15,000.00
Disposal costs	lump sum	2,500.00
		<u>152,000.00</u>
		45,150.00=

Less contract items 6 and 8

Net additional cost

\$107,350.00

(more)

Info	FOR	MAR 27 73	REFER TO	RECEIVED STATE HWY ENGR
Inves				
S/D				
D/R				
Sign				
File				

FORM PR-338-1
(REV. 8-70)

PREVIOUS EDITIONS WILL BE USED

3-27-73
C. N. Johnson
cy

EPS-I-5-1(78)10

3-15-73

2

The contract provides for a shallower trench across the slide. Due to the increased depth of excavation in the unstable slide material the contractor has objected to performing the work at contract bid prices. Due to the high risk caused by the deeper trench I agree with the State's recommendation to perform this work on a force account basis.



7676

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO **Vernon V. Cusack, Acting Division Engineer** ^{DATE February 21, 1973}
~~XXXXXX~~
Federal Highway Administration

FROM

L. H. Young
Office Engineer

Federal-aid Project
No. EPS-I-5-1(78)10

SUBJECT **Request Change Order Approval**

Contract 7676, Extra Work Order No. 2 supplemental
Project Neil Creek
Highway Pacific
County Jackson

This order covers the cost of additional work performed by the contractor to maintain the farm access road at stations 287-294 as required by the contract. The funds originally authorized under the original order approved by your office January 11, 1972 are not sufficient to complete the work required.

Copies of the Engineer's letter of explanation are attached.

This supplemental order was tentatively approved by the Federal Highway Administration District Engineer on February 8, 1973.

Your approval as of January 11, 1972, approval date of the original order, is requested.

Attach.

BMW:pr

7676

Form FHWA-121 (7-7)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 24, 1973

FROM : *James W. Green*
G. L. Green, Division Engineer
Salem, Oregon

In reply refer to: 10-35.7

SUBJECT: Oregon Project I-5-1(77)
Neil Creek Slide
File 46848, Farmer

Assistant Right of Way Engineer Oakes' January 18 letter requests our concurrence to code as "participating" a \$323 settlement which was based upon a review appraisal made after an option had been secured. It is our understanding that the property had been appraised prior to negotiations and the settlement is based upon the appraisal. If the State has followed all other Federal-aid right of way procedures on this File it may be coded as "participating".

FILED
A. E. JOHNSON

*Orig. is R/W
C/L 1-26-73*

RECEIVED	
STATE HWY ENGR	
JAN 25 '73	
REFER TO	
<i>R/W / 10-35.7</i>	
FOR	
Info	Eval
R/D	DIR
Plan	Det



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RENEWAL

STATE OF OREGON
Division of State Lands
502 Winter Street NE
Salem, Oregon 97310
Phone: 378-3805

Slide Creek, tributary of
Slide Creek
Jackson County
Hwy. 11-K

Expires: 2-4-74

Annual Review: 2-4

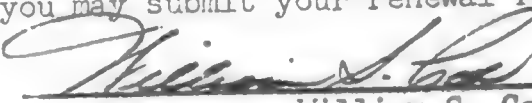
FILL PERMIT NO. 669

HALVORSON-MASON & L. S. MATUSEK, INC.

is hereby authorized to fill in a waterway of the state as described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provision of ORS 541.605 et seq. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.


William S. Cox, Director

January 10, 1973
Date

ATTACHMENT "A"

Fill

Special Conditions checked apply to Material ~~Removed~~ Permit No. 669

1. This permit does not authorize the return of waste waters from any operation employed to wash or process materials removed under this permit.
 2. The river will not be diverted from its present channel.
 - () 3. Following the removal of material, the stream in the removal area shall be returned (1) ___ to a single channel, or (2) ___ to its original channel.
 - () 4. All potholes or removal pits will be leveled or connected to the river upon completion of a season's work or when fish become trapped.
 - XX 5. Dikes shall be constructed in a fashion so as to prevent abnormal washing of stream banks.
 - XX 6. No ~~dike construction~~ ^{filling}, channel change or operation of equipment shall be done in the active flowing stream from May 1 to October 1 without prior written approval from the Division of State Lands.
 - () 7. The operation shall be conducted behind a berm sufficient to isolate the operation from the free-flowing stream and prevent a turbidity increase in the stream of more than 5 JTU's over stream background.
 - XX 8. No equipment shall be operated in the active flowing stream.
 - () 9. No material shall be removed from permit area between the period of without prior written approval of the Division of State Lands, or as outlined in Special Conditions below.
 - () 10. Material shall not be removed to a depth greater than _____ feet _____ above, _____ below the floor of the adjacent stream bed.
- Others:
- XX 11. The berm along the stream shall be of rock rip-rap material 18 inches or greater in diameter, shall start 10 feet from the present stream bank, and shall be at a slope of 2 to 1.
 - (X) 12. The operation shall be conducted in a manner sufficient to prevent any turbidity increase when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

January 10, 1973

STATE OF OREGON

SHOW THIS NUMBER ON
ALL PAPERS AND PACKAGES
PERTAINING TO THIS ORDER

H128970

PAGE OF

P.O. DATE
12-13-72

Frank L. Hall, Room 223, State Hwy. Bldg., Salem, OR 97310

OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION
438 HIGHWAY BUILDING, SALEM, OREGON 97310

NO. INVOICES

3

COMMODITY CODE

BIENNIUM BID NUMBER

UNIT NUMBER

REQ. NO. AGENCY NO.

734

FUND, PROJECT OR APPROPRIATION

INSTRUCTIONS TO VENDOR
ALL INVOICES MUST CARRY THIS PURCHASE
ORDER NUMBER. PREPAY ALL TRANSPORTA-
TION CHARGES UNLESS OTHERWISE STATED.
IF TRANSPORTATION IS BILLED AS SEPARATE
ITEM, RECEIPTED FREIGHT BILL MUST ACCOM-
PANY INVOICE.
STATE IS NOT SUBJECT TO FEDERAL EXCISE
TAX.
SEND 3 COPIES OF ITEMIZED INVOICE.

Division of State Lands
502 Winter St., N.E.
Salem, OR 97310

TERMS

DELIVERY REQUIRED

[illegible]



RECEIVED
JAN 4 - 1972

**FOR FILING
OREGON STATE
HIGHWAY DIVISION**

7676

HIGHWAY BUILDING

• SALEM, OREGON • 97310

TO

G. L. Green, Division Engineer
~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
R. E. Simpson, Division Engineer
Federal Highway Administration

DATE January 3, 1973

Federal-aid Project
No. EPS-1-5-1(78)10

FROM

ORIGINAL SIGNED BY
R. D. ASBURY

L. H. Young
Programming Engineer

SUBJECT

Request Change Order Approval

Contract 7676 Extra Work Order No. 5

Project Neil Creek

Highway Pacific

County Jackson

This order covers the cost of removing existing striping by the sandblast method. Due to the State forces being engaged in winter maintenance work and the need to remove the existing striping now the work will be performed by the contractor.

Copies of the engineer's letter of explanation are attached.

This work was tentatively approved by the Federal Highway Administration District Engineer December 20, 1972.

Your approval as of December 20, 1972 is requested.

Attach.

BMW:dqk

STATE OF OREGON

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7676

APPLYING TO CONTRACT PROJECTS

Order No. 1Section Neil CreekDate November 9, 1972Highway PacificF.A.P. No. OS-1-5-1(78)10County JacksonPrefix 615-1048 Account No. 278-01

Description of Work To Be Done:

Temporary Striping

APPROVED EFFECTIVE 11-16-72

Contingent upon modification of project agreement if additional funds are required

BY G. K. HassnerTITLE DIST. ENGINEER

Location by Station Numbers:

Throughout Project

DATE 12-14-72

FEDERAL HIGHWAY ADMINISTRATION

Estimate of Quantities and Costs:

4-inch Beaded Skip Line	\$55.00
3-inch Beaded Shldr Line	166.00
	<u>\$221.00</u>

Explanation:

Work to be performed by State Forces

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account number assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization
Present estimate of project cost, including
\$221.00 for work under this order \$1,401,057.00

Expected under-run (amount) \$ NoneExpected under-run (per cent) None

Space to right of this line is for use of Salem Office

Submitted by: [Signature]
Resident EngineerApproval Recommended: [Signature]
For: Construction Engineer or Bridge EngineerApproval Recommended: [Signature]
Regional EngineerApproved: [Signature]
Asst. State Hwy. Engr.

Construction Engineer

STATE COPY

FORM PR-33B (REV. 3-68)	cc: OSUD (A E Johnson) Region Wash DC Engr Coord	CONSTRUCTION INSPECTION REPORT (PPM 20-6.1)	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS
-------------------------	---	---	---

(Check appropriate box) ☐ Contact ☒ Project Stage Inspection ☐ Final Inspection			
Region No. 10	Report No. ★	County Jackson	Division Oregon
Date of Inspection 9/20/72	Inspection Made By T. P. Love, Area Engineer		Project No. ★
In Company With J. X. Wilson, Reg Constr Engr; Bill Brown, Res Engr.			
Quality of Work* N/A	Progress of Work N/A	Time Elapsed N/A %	Work Completed N/A %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.
 (*Not applicable for all Contracts.)

PHASE INSPECTION - CONSTRUCTION ENGINEERING
ASHLAND-MEDFORD-GRANTS PASS AREA

***Active Federal-aid projects assigned to the Medford Resident.**

<u>Project</u>	<u>Report No.</u>
F-157(13) Fifth St.-Oak St. (Phoenix)	3
F-166(3) Park St.-Pacific Highway (Ashland)	2
EPS-I-5-1(78)00 Neil Creek Section	5
EMS-I-5-1(80)00 Valley of the Rogue Interchange-Calif. Line	5
I-5-2(67)59 Jumpoff Joe Creek-Grants Pass Section	13

1. Scope of Inspection

The State's engineering forces presently assigned to administer projects in the Grants Pass-Medford-Ashland area were reviewed.

2. Findings

The Medford Resident Engineer's staff consists of 13 permanent personnel and about 8 temporary employees at the time of this inspection. The Resident Bridge Engineer located in Grants Pass is assisting to administer the signing and structural aspects of several of the projects assigned to the Medford Resident. A location engineer has from time to time worked as assistant to the Medford Resident, but due to the present backlog of location work, he is spending fulltime on location work.

In addition to the above listed Federal-aid projects, the Medford Resident is administering three State projects.

His projects are scattered over a wide geographical area. Some are relatively small in dollar volume, but require an inordinate amount of engineering time. (Spot safety projects, bike paths, congested urban street widening, etc.) Due to the travel distances between jobs, and the inordinate number of small detailed problems, the Resident Engineer cannot adequately administer all of these projects alone.

(more)

Earlier this year a contractor paid for the installation of a mobile phone in the Resident Engineer's car. The State is paying the operating expenses of this phone. This mobile phone has been very valuable in helping the Resident Engineer administer his contracts.

3. Recommendations

a. Assignment of a full-time assistant resident engineer in the Medford office is strongly recommended.

b. The mobile phone has been a definite asset to the project administration. Radio communication between field laboratories, key field inspectors, survey parties, the resident engineer's office, and the resident engineer himself, will increase the efficiency of the engineering staff and avoid unnecessary delays to the contractor when unexpected problems arise which need immediate engineering decisions and/or action. I recommend the use of field radios for project administration be studied. In any event, I recommend that either radios or mobile phones when used, be paid for entirely through the State Highway Division.

RECEIVED
10 SEP 11 1972
LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL



DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6346

August 30, 1972

files 5
TRIAL DIVISION
JOHN E. MOORE
CHIEF TRIAL COUNSEL
WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL
LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL
JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
CARLOTTA H. SORESEN
JOHN R. MCCULLOCH
FRANK G. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM S. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
ASSISTANT ATTORNEYS GENERAL

Mr. Floyd Query
Commission Secretary
Highway Building
Salem, Oregon 97310

Re: Ivan W. Farmer, et ux v. State of Oregon
(L-6502)

Jerry S. Farmer, et ux v. State of Oregon
(L-6498)

Dear Mr. Query:

The above two files are inverse condemnation cases against the State that arose from the Neal Creek slide on the slope of the Siskiyou. After land sliding encroached on their properties, the above two cases were filed in inverse condemnation. We are also processing right-of-way files to acquire the same taking. The Ivan Farmer property if file no. R-46848 and the Jerry Farmer file no. is R-46834. Eventually we will file condemnation cases and substitute them for the two above mentioned inverse condemnation cases.

Mr. Riveness is processing a deposit of \$2,500 in the Jerry Farmer case L-6598 and a deposit of \$1,250 in the Ivan W. Farmer case L-6502. A deposit in an inverse condemnation case is very unusual. As you know, our office procedures are geared to the regular condemnation cases. However, a deposit in each of these two cases is within the contemplation of the statute. Please approve and process the deposits when they reach your office. If you have any questions you can contract me or Mr. Hampton, who is handling these files.

✓ for \$2,500 9-6-72
✓ for \$1,250 app 9-7-72

Very truly yours,

LEE JOHNSON
Attorney General

L.I. Lindas
Leonard I. Lindas
Assistant Attorney General
and Counsel

LIL:LBH:am

cc: Mr. D. H. Moehring
Mr. Armand Riveness

NOTED
C. W. HEAD

RECEIVED
5/2

FOR FILING **OREGON STATE
HIGHWAY DIVISION**

7676

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO

G. L. Green, Acting Division Engineer

DATE August 4, 1972

~~W. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. EPS-I-5-1(78)10

FROM

George M. Baldwin
Administrator of Highways

ORIGINAL SIGNED BY
by R. D. ASBURY

L. H. Young
Programing Engineer

SUBJECT

Request Change Order Approval

Contract 7676, Extra Work Order No. 1 Supplemental

Project Neil Creek

Highway Pacific

County Jackson

This Supplemental Order covers additional flagging which is required to protect traffic during construction of the project.

Flagging was approved as an anticipated item of work at concurrence of award of the contract.

Copies of the Engineer's letter of explanation are attached.

This additional flagging was tentatively recommended for approval by the Federal Highway Administration Assistant Engineering Coordinator.

Your approval of this Order is requested.

BM:bb

Attachments

RECEIVED
JUN 6 - 1972

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: June 1, 1972

In reply refer to: 10-35.7

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EHS-I-5-1(77)10
Neil Creek Slide Section
Right of Way

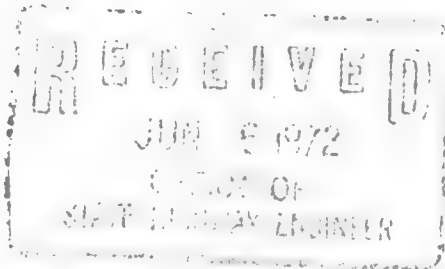
Returned herewith are the approved right of way plans for the subject project. This office authorized the acquisition of right of way on November 11, 1971. Federal participation is subject to the provisions of the 80 Series PPM's.

An executed copy of the project agreement will be forwarded separately.

Enclosure

6-6-72

Young



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 19 1972

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION
4-7-72

FEDERAL AID PROJECT NO. EPS-1-5-1(78)10
STATE PROJECT NO. NEIL CREEK SECTION
COUNTY NAME JACKSON
PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FOR FILING

R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
1-667

TO:

7676

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED
NOVEMBER 12, 1971

DATE AUTHORIZATION
EFFECTIVE
NOVEMBER 12, 1971

FEDERAL ROUTE NUMBER
INTERSTATE ROUTE 5
STATE ROUTE NUMBER
PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
PS&E AUTHORIZATIONS OF NOVEMBER 12, 1971 ARE AMENDED TO INCLUDE ON THE JOB
TRAINING IN AMOUNT OF \$1,600.00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)
ON THE JOB TRAINING \$1,600.00

- ☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

4-18-72

REMARKS

Young
RECEIVED
APR 13 1972
OFFICE OF
SITE INVESTIGATION

DATE
4-7-72

SIGNATURE OF APPROVING OFFICIAL
[Signature]

TITLE
FOR DIVISION ENGINEER

Neil Creek Sec
(Slide Creek)
Pacific Highway
Jackson County

STATE OF OREGON
Division of State Lands
20 Agriculture Building
Salem, Oregon 97310
Phone: 378-3805

Expires: 2-4-73

MATERIAL REMOVAL PERMIT NO. 669

HALVORSON-MASON & L. S. MATUSEK, INC.

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

/s/ William S. Cox

William S. Cox, Director

February 3, 1972

Date

Anniversary Date: Feb. 3

Hall _____
A. Olson _____
Terpin _____
Scott _____
Swenson _____
R. Olson _____
Trout IT _____

RECEIVED

FEB 29 1972

DESIGN
SECTION

Requires Reply ☒
Requires Approval ☐
Recover Keep ☐
Do not File ☐
Return To _____
Bring Up / /
Other _____

ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 669

- (X) 1. This permit does not authorize the return of waste waters from any operation employed to wash or process materials removed under this permit.
- (X) 2. The river will not be diverted from its present channel.
- () 3. Following the removal of material, the stream in the removal area shall be returned (1) ___ to a single channel, or (2) ___ to its original channel.
- () 4. All potholes or removal pits will be leveled or connected to the river upon completion of a season's work or when fish become trapped.
- (X) 5. Dikes shall be constructed in a fashion so as to prevent abnormal washing of stream banks.
- (X) 6. No ~~dike construction~~ ^{filling}, channel change or operation of equipment shall be done in the active flowing stream from May 1 to October 1 without prior written approval from the Division of State Lands.
- () 7. The operation shall be conducted behind a berm sufficient to isolate the operation from the free-flowing stream and prevent a turbidity increase in the stream of more than 5 JTU's over stream background.
- () 8. No equipment shall be operated in the active flowing stream.
- () 9. No material shall be removed from permit area between the period of without prior written approval of the Division of State Lands, or as outlined in Special Conditions below.
- () 10. Material shall not be removed to a depth greater than feet above, below the floor of the adjacent stream bed.

Others:_____

- (y) 11. The berm along the stream shall be of rock rip-rap material 18 inches or greater in diameter, shall start 10 feet from the present stream bank, and shall be at a slope of 2 to 1.

() 12.

OSHD Permit No.: 11

Job Name: Neil Creek Section
Pacific Highway
Jackson County

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor:

Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Signature of Contractor (Title)

Name of Sub-Contractor:
(If applicable)

Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

- a) Materials to be ~~Removed and/or~~ Placed in Fill Slide Material-Dirt
- b) Estimated Quantity ~~(Specify)~~ (Fill) More than 50 cu. yds.
- c) Method of ~~Removal and/or~~ Fill _____
- d) Purpose and Proposed Use of ~~Removal and/or~~ Fill Widen existing roadbed fill.
- e) Source of Fill Material (If Applicable) Neil Creek Slide
- f) ~~Disposition of Material to be Removed (If Applicable)~~ _____
- g) Proposed Period of Activity. ~~Remove~~ _____
Fill _____
- h) Precautions to Prevent Damage to Waterway _____

Location.

- a) Name of Stream as Listed on Map Slide Creek
- b) Tributary of Wall Creek
- c) Located in see cover sheet of plans of Section 8 Twp. 40 S R. 2 E
(Legal Description)
- d) Map - Contractor's Plans

Mail to: Mr. Frank Hall, Design Engineer
Rm. 223, State Highway Bldg.
Medford, Oregon 97504

For Additional Information,
Phone 378-6558

OSHD Permit No.: 11

Job Name: Neil Creek Section
Pacific Hwy.
Jackson County

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor:

Halvorson-Mason & L. S. Matussek, Inc.

Corporate Name or Individual (Please Print)

P.O. Box 1449, Portland, Oregon 97207 503-246-4235
Address Zip Telephone No.

Signature of Contractor Daryl K. Mason Partner.
(Title)

Name of Sub-Contractor:
(If applicable)

None

Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

- a) Materials to be ~~Removed and/or~~ Placed in Fill Slide Material Dirt
- b) Estimated Quantity ~~(Removed)~~ (Fill) More than 50 Cu. Yds.
- c) Method of ~~Removal and/or~~ Fill Hauling by truck to fill area. Fill - tractor spreading and compacting.
- d) Purpose and Proposed Use of ~~Removal and/or~~ Fill Widen existing roadbed fill.
- e) Source of Fill Material (If Applicable) Neil Creek Slide
- f) ~~Disposition of Materials Removed (If Applicable)~~
- g) Proposed Period of Activity. ~~XXXXXX~~ Awarded December 20, 1971.
~~XXXXXX~~ then 225 calendar workdays from
March 1, 1972
- h) Precautions to Prevent Damage to Waterway As per Resident Engineers instructions.

Location.

- a) Name of Stream as Listed on Map Slide Creek
- b) Tributary of Wall Creek
- c) Located in See cover sheet of plans of Section 8 Twp. 40S R. 2E
(Legal Description)
- d) Map - Contractor's Plans

Mail to: Mr. Frank Hall, Design Engineer
Rm. 223, State Highway Bldg.
Medford, Oregon 97504

For Additional Information,
Phone 378-6558

DEADLINE
JAN 20 1972

FOR FILE

EPS-
I-5-1(78)10
7676

January 19, 1972

Halvorsen-Hanson & L. S. Matusch, Inc.
P. O. Box 1449
Portland, Oregon 97207

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7676 for slide correction on the Mill Creek Section of the Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

k1
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

bc F. D. Morgan
Walt Hart
L. H. Young
Attn: Vince Gallagher
James Verstaag
B. E. Brown

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 1-10-72
Contingent upon modification of project agreement if additional funds are requiredBY G. H. H.
Dist. EngineerTITLE
DATE 1-17-72FEDERAL HIGHWAY ADMINISTRATION
Date January 6, 1972Project Name Neil CreekHighway PacificCounty JacksonContractor Halvorson-Mason & L. S. Matusek, Inc.Address P. O. Box 1449; Portland, Oregon 97207Contract No. 7676Prefix 615-1048F. A. Project No. EL3-I-5-1078(10)Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

To reimburse contractor as provided by contract E E O Special Provisions titled, "On-The-Job Training".

Location by station numbers:

REFERRED TO

Estimate of quantities and cost:

BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

2 Trainees - 2,000 hours @ \$0.80/hr. = \$1,600

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The number of trainees for which the contractor will receive reimbursement under this order is 2. Further, the maximum reimbursement allowed on this contract for each trainee is limited to \$800.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization

\$1,401.057.00

Present estimate of project cost, including

\$1,600.00 for work under this order \$1,401.057.00

Expected under-run over-run amount

None

Expected under-run over-run per cent

None

Space to right of this line is for use of Salem Office.

Submitted by:

Resident Engineer

Approval Recommended:

For:

Construction Engineer or Bridge Engineer

STATE COPY

OREGON STATE HIGHWAY DIVISION

APPROVED EFFECTIVE DATE 1-11-72
Contingent upon modification of project agreement if additional funds are required

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

BY: [Signature]
TITLE: Dist. Engineer

Project Name: Neil Creek

Highway: Pacific

County: Jackson

Contractor: Halvorson-Mason & L. S. Matusek, Inc.

Address: P. O. Box 1449; Portland, Oregon 97207

DATE: 1-17-72
FEDERAL HIGHWAY ADMINISTRATION
Date: January 5, 1972

Contract No. 7676

Prefix 615-1048

F. A. Project No. EFS-I-5-1(78)11

Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Repair Farmer's Access Road.

Location by station numbers:

287 - 294 Left

NOTED
A. E. JOHNSON

Estimate of quantities and cost:

Labor - - - \$500.00
Mat'l - - - 500.00
Equipment Rental - - - 1,000.00
Total - - - \$2,000.00

REFERRED TO

BY: [Signature]
DEPUTY STATE HIGHWAY ENGINEER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
As provided in contract agreement. Funds included in project authorization. This work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	\$1,401,057.00
Present estimate of project cost, including \$2,000.00 for work under this order	\$1,401,057.00
Expected under-run over-run amount	None
Expected under-run over-run per cent	None

Space to right of this line is for use of Salem Office

Submitted by: [Signature]
Resident Engineer

Approval Recommended: [Signature]
For: [Signature]
Construction Engineer or Bridge Engineer

Approval Recommended: [Signature]
Approved

RECEIVED
DEC 27 1971

FOR FILING

EPS-
T-5-1(78)10
7676

December 23, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of December 21, 1971, is requested in the award of contract for the Neil Creek Section, Project No. EPS-1-5-1(78)10.

The contractor receiving the award is Halvorson-Mason & L. S. Matusek Co., Inc. in the amount of \$1,223,984.00 with Contract No. 7676 assigned. This bid was received on December 16, 1971, and awarded on December 21, 1971.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway
Administration endorsement.

Date _____
I concur in the award.

R. E. Simpson
Division Engineer

JG:alc

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

12-1-71

File Copy

RECEIVED FORM PR-1240 REV 2-71 NOV 21 1971		U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS		FEDERAL AID PROJECT NO. EPS-1-5-1(78)10	
LETTER OF APPROVAL AND/OR AUTHORIZATION				STATE PROJECT NO. NEIL CREEK SECTION	
FROM: FOR FILING MR. R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON			PROGRAM NO.		COUNTY NAME
			ITEM NO. 1-667		JACKSON
					PROGRAM STAGE (Check) ☐ 1 ☒ 2
TO: EP5-1-5-1(78)10 767b MR. R. L. PORTER STATE HIGHWAY ENGINEER SALEM, OREGON					
RECEIVED DEC 8 1971 OFFICE OF STATE HIGHWAY ENGINEER 12-6-71 Young					
DATE PS&E APPROVED NOVEMBER 12, 1971		DATE AUTHORIZATION EFFECTIVE NOVEMBER 12, 1971		FEDERAL ROUTE NUMBER INTERSTATE ROUTE 5	
				STATE ROUTE NUMBER PACIFIC HIGHWAY ROUTE 1	
LIMITS OF AUTHORITY AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF \$3,000.00, PERMANENT PAVEMENT STRIPING WITH STATE FORCES IN THE AMOUNT OF \$300.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF \$1,000.00 AS SHOWN IN YOUR ESTIMATE.					
YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW					
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY					
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION					
☒ OTHER (Specify) CONTRACTOR'S FLAGGING \$3,000.00					
PERMANENT PAVEMENT					
STRIPING W/STATE FORCES 300.00					
TEMPORARY EROSION CONTROL \$1,000.00					
☐ ACQUISITION OF RIGHT-OF-WAY					
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS					
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS					
REMARKS MR. YOUNG'S NOVEMBER 10, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED. A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH. FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 - "FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS. THIS AUTHORIZATION IS CONDITIONED ON YOUR OBTAINING RIGHT OF ENTRY AND USE OF ALL RIGHT OF WAY PRIOR TO REQUEST FOR CONCURRENCE IN AWARD. TOM EDWARDS					
DATE 12-1-71		SIGNATURE OF APPROVING OFFICIAL <i>[Signature]</i>			TITLE FOR DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED 12-21 (12-47)
UNITED STATES GOVERNMENT

FOR F **Memorandum**

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : Mr. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(78)10
Neil Creek Slide Section
Location/Design Approval

Location/design approval in accordance with the requirements of
Paragraph 10 of PPM 20-8 is hereby granted as requested in
Mr. Johnson's November 8 letter.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: November 11, 1971

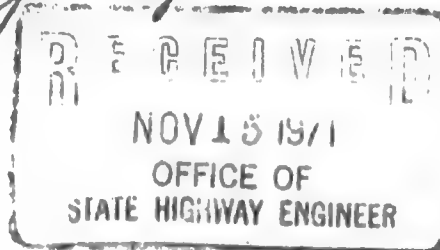
In reply refer to: 08-35-FA

Klabue
cy Edw
11-16-71

F. B. KLABUE

11-17-71
RECEIVED TO

Hall - Young



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

NOTICE REQUESTING HIGHWAY
LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, after study of engineering, environmental, and socio-economic aspects, has requested the Federal Highway Administration's location-design approval for construction of the Nail Creek (Slide Correction) Section on the Pacific Highway (I-5) in southern Jackson County, Oregon.

The proposed project will consist of reconstruction of the highway with change in the horizontal alignment sufficient to alleviate the slide condition. The design will consist of four 12-foot travel lanes, a 16-foot median, and 10-foot shoulders.

Maps and related data pertinent to the proposal are in the Highway Commission's files, State Highway Building, Salem, and are available for review and copying if interested persons desire.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION
* * *

DWH:ljt
11/9/71

DAILY TIDINGS, Ashland
MAIL TRIBUNE, Medford

TRANSACTION NUMBER 11-67

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATE HIGHWAY DEPARTMENT

DATE
11-11-71

FORM PR-48
(REV. 7-67)

(PPM 21-1)

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

BY (Signature)
MR. YOUNG'S NOVEMBER 8, 1971 LETTE
TITLE
PROGRAM AND PLANNING ENGINEER

CLASS OF FEDERAL FUNDS
☒ PAI ☐ PAP ☐ PAU ☐ PAS ☐ OTHERS

OTHER IDENTIFICATION AND/OR REMARKS (State)

WORK

LOCATION

NEIL CREEK SLIDE SECTION

GRADE-DRAIN-
4-12 LANE HIGH TYPE
PAVEMENT.

ITEM NO.	STAGE 1 ITEM NOS. _____ THRU _____ PROJECT NOS.	STAGE 2		FEDERAL FUNDS
		ITEM NOS. _____ THRU _____	TOTAL ESTIMATED COST	
667	EPS-1-5-1(78)10	0.734	1,300,000	1,199,000

REMARKS (Division)

RECEIVED
NOV 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

11-12-71
Upward

NOTED
F.B. KUBER

CH Edw
11-16-71

RECOMMENDED

SIGNATURE AND TITLE

DATE
11-11-71

APPROVED
R. E. SIMPSON, DIVISION ENGINEER

GPO 927-9

NOV 17 1971

Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
REV. 7-67)

TRANSACTION NUMBER 11-63

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT
OREGON
DATE
11-11-71

BY (Signature)
Mr. Young's NOVEMBER 8, 1971 LETTER

TITLE
PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS
☒ FAI ☐ FAP ☐ FAV ☐ FAG ☐ OTHERS

OTHER IDENTIFICATION AND/OR REMARKS (State)

STAGE 1
ITEM NOS. THRU

ITEM NO. PROJECT NOS.

STAGE 2
ITEM NOS. 660 THRU
LENGTH (Miles) TOTAL ESTIMATED COST

FEDERAL FUNDS

LOCATION

WORK

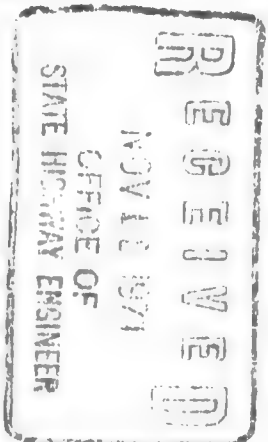
0 EHS-1-5-1(77)10

0.3

1,500

1,380

NEIL CREEK SLIDE SECTION RIGHT OF WAY



NOTED
F. R. KLABOZ
11-17-71

11-17-71
Young

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF RIGHT OF WAY ACQUISITION INCLUDING INCIDENTAL WORK.

Cur Edw
11-16-71

NOV 17 1971

7.5 1(78)10
7676

SIGNATURE AND TITLE

DATE

11-11-71

APPROVED
R. E. SIMPSON, DIVISION ENGINEER

* Program approval and authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

MONTHLY TRANSACTION NO.				FORM PR-1 (REV. 4-61)				FEDERAL - AIR				
DATE SUBMITTED TO W.O.				11-8-71				(P)				
CARD 2	REPORT NUMBER 1		PROJECT LOCATION (45 typewriter spaces) I-5 2.0 Mi. S. of S. Ashland Intchge. to S. 0.3 Mi.				ADT		PRESENT 6,500		FUTURE 10,200	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Right-of-Way Purchase				NATL. FOREST	FM ROUTE NO.	FUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL	
CARD 4	CLASS OF FEDERAL FUNDS Interstate								COUNTY NAME			
CARD 5	NAME OF URBAN AREA								ROUTE NO. I		FEDERAL I	
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST		FEDERAL FUNDS	
1	(14) (5)	(16)	41	42	43	46	53	(54) (55) (56)	(58) (57)			
5					PE		I-5 2.0 Mi. S. of South Ashland Intchge. to S. 0.3 Mi.					
1					ROW			0.3	1,500		1,380	
5					CONST (CODE)		(Neill Creek Slide Sec.)					
CARD 1	CODE 1	PREPARED BY				PROJECT TOTALS		0.3	1,500		1,380	
1	14	PROGRAM APPROVAL DATES						(16)	(23) (24)			

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

1-8-71

Change. to		ADT	PRESENT 6,500	FUTURE 10,200	YEAR 91	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 042	ITEM NO. 660	
ROUTE	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) NUMBER I- 5-1(77)		SEQ. NO.	I. Projects Only POST MI. DESIG. 10		
(66)	(68)	(70)	(71)	(72)	(73)	(74)	(75)	14	23	27	
COUNTY NAME Jackson				ROUTE NO. I I-5		STATE 1		U.S. 99	PROGRAM STAGE ☐ 1 OR ☒ 2		
ESTIMATED PROJECT COST BY PHASES											
	MILES	TOTAL ESTIMATED COST		FEDERAL FUNDS		STATE FUNDS		OTHER FUNDS		CHARACTER OF PROPOSED WORK (Full description)	
of ntchge. de Sec.)	(54)	(55)	(56)	(57)	(58)	(59)	(60)	(61)	(62)	ROW acquisition all phases including incidental costs. (Future realignment of existing 4-12' lanes H.T. pavement, 16' median and 10' shoulders.) ROW-350' min.; Access Control-full; Park. Restrictions-complete.	
	0.3	1,500	1,380	120							
	0.3	1,500	1,380	120							
PROJECT TOTALS		0.3	1,500	1,380	120						

REMARKS

Additional Data: Item I-275, Proj. I-5-1(46)09
Item I-294, Proj. I-5-1(49)09
Item I-475, Proj. I-5-1(66)00

-OVER-

NEIL CREEK SLIDE SECTION

I-5-1(77)10

Existing Facility:

4-12' Lanes A.C. pave. with 16' median and 10' shoulders.

Adjacent Sections:

Northwest End: 4-12' Lanes AC pave. with 16' median and 10' shoulders.
Southeast End: 4-12' Lanes AC pave. with 16' median and 10' shoulders.

Project Data:

Right-of-way acquisition, all phases, including incidental work as required for future realignment of existing highway facility to correct slide condition.

System Action, Airports, Railroads, Water Development, Historical and Recreation Areas:

None involved.

Public Hearing:

In lieu of a corridor/design hearing, each of the affected property owners has been contacted regarding the proposed realignment of the highway facility and FHWA concurred on November 3, 1971, that public hearing requirements of PPM 20-8 have been satisfied.

Design Approval:

Location/design approval requested in our letter of November 5, 1971.

State and District Clearinghouse Review waived as per L.H. Young's October 14, 1971 memo to the file.

Negative Environmental Declaration concurred in by FHWA on November 2, 1971.

MONTHLY TRANSACTION NO.				FORM PR-1 (REV. 4-61)				FEDERAL - A				
DATE SUBMITTED TO W. G.				11-8-71								
CARD 2	REPORT NUMBER 1		PROJECT LOCATION (45 typewriter spaces) I-5 2.0 S. of S. Ashland Intchge. S. 0.7 Mi				ADT		PRESENT 6,500	FUTURE 10,200		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., High-Type Pave.				NATL. FOREST	PH ROUTE NO.	SUPV AGENCY	DA CLASSIF.	DA AREA	EMERG. YR.		
CARD 4	CLASS OF FEDERAL FUNDS Interstate								COUNTY NAME			
NAME OF URBAN AREA											ROUTE NO. I	FEDERAL
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST		FEDERAL FUND	
1	(1648)	(16)	41	42	43	46	53	(54) (55) (56)	(56) (57)			
5					PE		I-5 2.0 S. of South Ashland Intchge., S. 0.7 Mi. (Neil Creek Section)					
5					ROW							
5					CONST (CODE) 6203							
PROJECT TOTALS								0.734	1,300,000	1,199.		
CARD 1	CODE 1	PREPARED BY										
1	14	PROGRAM APPROVAL DATES										

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA (PPM 21-1)

-8-71

S. 0.7 MI		ADT	PRESENT 6,500	FUTURE 10,200	YEAR 91	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 042	ITEM NO. 667
SUPV AGENCY		DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER		I. Projects Only		
				EMP		PREFIX LETTER (S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
							EMP-I- 5-1(78)		10	
COUNTY NAME		JACKSON		STATE		U.S.		PROGRAM STAGE		
ROUTE NO. I		FEDERAL-AID I-5		STATE		U.S. I-5		1 OR X 2		
ESTIMATED PROJECT COST BY PHASES										
MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)					
0.734	1,300,000	1,199,000	101,000		Gr., Dr., 4-12' lanes high-type pave. with 10' shldr. & 16' median. ROW-350' min.; Access Control-full; Park. Restrictions-complete.					
0.734	1,300,000	1,199,000	101,000							

REMARKS
Additional Data: Items 275, 294 & 475;
Projects I-5-1(46), I-5-1(49) & I-5-1(66),
Respectively.

-OVER-

USCOMM DUSCOMM-DC AR905-PH1

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA (PPM 21-1)

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	6,500	10,200	91	08	Oregon	35	042	667
DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER		SEQ. NO.	I. Projects Only POST MI. DESIG.	
		EMP		EMP-I- 5-1(78)			10	
COUNTY NAME				JACKSON		CODE 029	PROGRAM STAGE	
ROUTE NO. I				FEDERAL-AID I-5		U.S. I-5	☐ 1 OR ☒ 2	
ESTIMATED PROJECT COST BY PHASES								
TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)				
				Gr., Dr., 4-12' lanes high-type pave. with 10' shldr. & 16' median. ROW-350' min.; Access Control-full; Park. Restrictions-complete.				
1,300,000	1,199,000	101,000						
1,300,000	1,199,000	101,000						

REMARKS
Additional Data: Items 275, 294 & 475;
Projects I-5-1(46), I-5-1(49) & I-5-1(66),
Respectively.

-OVER-

USCOMM DUSCOMM-DC 48808-P61

NEIL CREEK SECTION

PROJECT EMP-I-5-1(78)10

Project Data:

The proposed project, which involves realignment to place the roadway away from a slide area, consists of grading and draining 4-12' lanes high-type pavement with 10' shoulders and 16' median and incidental work common to this type of facility.

This project qualifies under IM 30-5-71, "Projects to Stimulate Jobs in Areas of High Unemployment", Section (b), as an "EMP" Project.

Public Hearings:

Fulfillment of requirements concurred in by FHWA Memorandum of Nov. 3, 1971.

Location/Design Approval:

Requested under letter of November 5, 1971.

Clearinghouse Review:

State and District 8 Clearinghouses were contacted by phone and the proposed project discussed. Both Clearinghouses stated that the proposed project was of an emergency repair classification and would not require an A-95 review and comment. For documentation see Highway Division letter of November 5, 1971; subject Location/Design approval.

Environmental Statement:

Negative Environmental Declaration for the project was concurred in by FHWA on November 2, 1971.

NOTE: On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. documents.

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308TO: Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 3, 1971

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

In reply refer to: 08-35.1

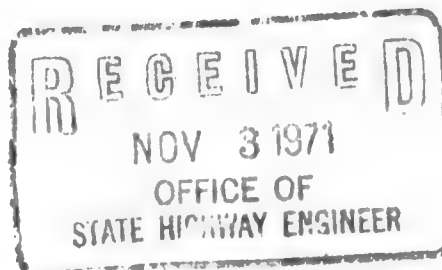
SUBJECT: Oregon Project I-5-1(-)12
Neil Creek Slide Section
Public Hearing Requirements
(Mr. Young's letter, 10-29-71)

As requested in Mr. Young's letter on the subject project, this work is approved as an Emergency Highway Safety (EHS) project under IM 30-5-71.

A negative environmental statement has been approved. There are no planning requirements. The project is not of a nature or magnitude to affect decisions or public work activities of concern to the clearinghouse agency, nor will it result in significant alterations of land use or traffic flow patterns.

Land owners who are affected have been individually contacted and have expressed that they would make no demands for a public hearing, and that they were entirely satisfied with the manner of handling the remedial work of correcting this unstable section of Interstate Route 5.

Simpson:nig

NOTED
TOM EDWARDSNOTED
F. B. KLASSE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 1 - 1971

EPS-

I-5-1(78)10

7676

October 29, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Admin.
P. O. Box 300
Salem, Oregon 97308

Hall Creek Section
(Slide Correction)
I-5-1(-)10
Interstate Highway I-5
Jackson County

Dear Sir:

We hereby request your concurrence that the public hearing requirements of FPM 20-8 have, in essence, been fulfilled and no further action is required in regard to the subject project. This request is based on the following actions which have been taken by the Highway Division.

The proposed slide correction consists of realignment of this section of I-5 to place the roadway on more stable ground as submitted by our letter of September 7, 1971 and approved by FHWA memorandum of October 8, 1971.

The proposed slide correction involves the acquisition of three parcels of right-of-way, file Nos. 46834 (2.36 acres), 46847 (1.47 acres) and 46848 (1.04 acres) as shown in red on the enclosed copy of Right-of Way Map 8826-17.

The affected property owners or their accredited representatives were personally contacted by Highway Division personnel and the proposed project explained as to general features, affect on abutting properties and our right-of-way negotiation process. This contact is documented by Mr. Wendall E. Schwartz' Memo to the Files dated October 26, 1971, a copy of which is enclosed. The memo indicates the affected parties were satisfied with the explanation of the project and that there should be no problems relative to the acquisition of the required right-of-way.

ENC:dg

cc R. L. Porter
Tom Edwards
F. B. Klaboe
D. H. Moehring
F. D. Morgan
F. L. Hall
W. H. Tabeari
R. H. Chase
B. L. Gifford

Enc.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

October 26, 1971

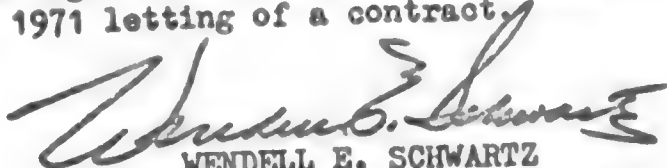
To: Memo to the File

SUBJECT: Neil Creek Slide
Pacific Highway
Jackson County

There are only three ownerships involved with right of way acquisition for the relocated Neil Creek Slide Section. At the direction of D. H. Moehring, Right of Way Engineer, a personal contact was made with each owner, or their representative, as an attempt to fulfill the FHWA requirement for a public design hearing.

This contact was made last Friday, October 22, 1971. The contact was made by the writer; Frank North, Right of Way Liaison Agent; and Earl Purdy, Locating Engineer. Contacted were Jack Gunter, administrator of the estate of L. W. Bushnell; Betty Gunter, daughter of the deceased; William Mansfield, Medford Attorney and agent and attorney for Ivan and Jerry Farmer. Ivan Farmer was advised of this meeting but chose not to appear because of his age and the distance involved. Jerry Farmer is an absentee owner and is also the son of Ivan Farmer. He was not advised of this meeting but Mansfield assured us that he has the power to act on behalf of the Farmers.

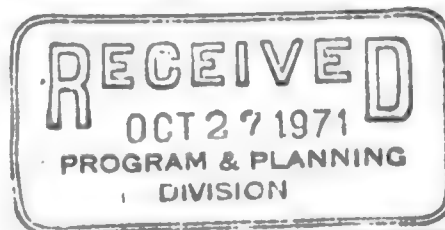
At each contact, we advised the people that the contact was being made to fulfill the public hearing requirement of FHWA. We discussed the general features of the project, discussed the engineering features in some detail, showed the owners how their particular property was affected, discussed the right of way negotiation process, and answered their questions. Both parties indicated they were satisfied in the way this matter was handled and would make no demands for a public hearing. Further, they were all satisfied with our explanation of the project and felt they understood what is to take place. Both parties also indicated there should be no problem with right of way acquisition which would preclude a December, 1971 letting of a contract.


WENDELL E. SCHWARTZ
Region Construction Engineer

WES/cw

cc F. B. Klaboe
L. H. Young
D. H. Moehring
P. D. Morgan

L. W. Riley
B. E. Brown



OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
October 19, 1971

SUBJECT: Line Revision
Neil Creek Slide Unit
Pacific Highway (I-5)
Jackson County

To: Frank L. Hall
Design Engineer
Salem, Oregon
97310

Attn: Frank E. Terpin

A field investigation was made by this office in regards to excess material waste areas to the west of the existing highway on the above subject unit.

These areas are within the existing right of way with the exception of the area to the right between Stations 134+50 and 137+50 where we felt additional right of way should be acquired.

Refilling and reshaping of the existing random fills has been approved by the Region Engineer.

These waste areas investigated will probably be adequate for the excess material involved in the line change, but not the material involved in the removal of the existing highway or slide which should be the contractor's responsibility.

A 1" = 400' Sketch Map showing the waste areas, additional right of way required and pipe extensions is being submitted herewith. A copy of the deed covering the property where the additional right of way is required will be submitted later.

RECEIVED TO
Terpin
Lent

B. E. Brown
Resident Engineer

by: *Donald W. Haynes*
for Earl C. Purdy
Asst. Res. Engr.

cc: C. T. Keasey

ECP:whp

1 Hall *H*
A. Olson
2 Terpin *T*
3 Scott *S*
Svenson
R. Olson
Trout *R*

RECEIVED

OCT 19 1971

DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To _____
Bring Up _____
Other _____

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 8, 1971

In reply refer to: 08-35.1

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project 14-1(-)12, Neil Creek Slide

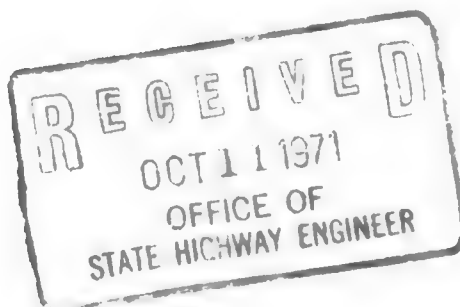
Your letter of September 7 gave supporting information, alternate design, and recommendations to correct the Neil Creek slide.

Your submission has been carefully reviewed, and the best alternate considered is the alignment change design for placing the roadway away from the slide area. Federal-aid Interstate funds are approved for the remedial measures outlined in your submission.

Simpson:nig

REFERRED TO,

BY A. C. STATE H. Y. ENO



NOTED
F. B. KLABOE

NOTED
TOM EDWARDS



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

SEP 7 1971

FOR FILING

<i>Cost</i>
<i>Stat</i>

September 7, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Nell Creek Slide, Pacific Highway (I-5)
Jackson County

The South Ashland Interchange-Wall Creek Section of the Pacific Highway was contracted for reconstruction from two lanes to four lanes on Interstate standards in March 1963 and completed in October 1965. The terrain is mountainous, requiring heavy cuts and fills. In the winter following completion, a failure developed in an embankment area that had a slide potential indicated by an existing drainage tunnel constructed to stabilize the original highway.

In August 1966, a correction project known as the Nell Creek Slide Section was contracted and completed in October 1966. This did not contain the failure and, in August 1969, another project was contracted and completed in March 1970. This again failed in the winter of 1970-71. A detour has been maintained around the area.

From the progressive nature of the embankment failure, it is evident that the initial design and the two subsequent corrective designs were inadequate to stabilize the material in the embankment and embankment foundations. A new design based on more extensive exploration of the area is required. A survey has been completed to develop an adequate design based on changed design conditions.

The result of this survey has been the development of two designs: (1) the excavation of unstable material and construction of a rock buttress; and (2) a line change that will place the highway roadbed on a stable foundation with only some leveling work to be done on the slide area. These two plans are attached in duplicate

Mr. R. E. Simpson
Page two
September 7, 1971

for your review. Also included are two copies of a "Soils and Geology Investigation" brochure. It contains geological data and a description of the original design and subsequent design corrections, and the basis for change in design.

The rock buttress plan is being submitted primarily to show that this plan, based on design intended to stabilize the embankment and embankment foundation, is not feasible. The depth of the excavation required to key the rock buttress into the silt stone under the unstable material would most probably result in a massive movement of this material, taking out both highway and detour, and closing this Interstate route to all traffic for several weeks.

The line change design will place the roadbed section on stable material with no risk of closure during construction and will eliminate any risk of embankment failure. Also in favor of the line change is the cost--being estimated at \$1,263,000 compared to \$1,308,000 for the rock buttress plan.

A study of the attached data will show the inadequacy of the original design and the two subsequent corrective designs (financed by State funds), and the necessity for a change in design.

Therefore, for reasons of both feasibility and cost, we ask your concurrence with our recommendation in favor of the line change plan, and your approval of financing the work with FAI funds.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Atts.

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. I. Hall
L. H. Young
C. T. Keasey

FLH:mw srb

**OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE**

Section NEW CR. SLIDE CORRECTION Unit NEIL CORR. Sheet _____ of _____ Sheets
 Highway 1-5 County JACKSON
 Length _____ Designer W. H. M. M. M. Draftsman _____ Prefix _____
 Signed _____ Title _____ Date 1-SEP-71

Grading & Drainage }
 Surfacing }
 Extra Work }

\$ _____
\$1,073,975

<u>Detour Const.</u>	<u>\$ 15000⁰⁰</u>
<u>Flagging</u>	<u>1000⁰⁰</u>
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Total Extra Work \$ 16000

TOTAL \$ 1,089,975

+ 20% Engineering and Contingencies \$ 217995

Structures

_____	\$ _____
_____	_____
_____	_____
_____	_____

Total Structures \$ _____

Right of Way \$ _____

Total Estimated Cost \$ 1,307,970

Sheet _____ of _____ Sheets

Grading and Surfacing Items

Total 4,073,975

Oregon State Highway Division
So. Ashland - Wall Creek Section

Line Revision
Pacific 1-5

Jackson County
April 1971

ESTIMATE OF COST

Item	Unit	Total Quantity	Unit Price	Total Amount
1. Temporary Protection & Direction of Traffic	All	All	Lump Sum	\$6,000.00
2. Clearing and Grubbing	All	All	Lump Sum	4,000.00
3. General Excavation, Unclassified	Cu Yd	487,000	\$1.50	730,500.00
4. Ditch Excavation	Cu Yd	76	3.50	266.00
5. Trench Excavation	Cu Yd	415	6.00	2,490.00
6. Special Filter Material in Drains	Cu Yd	88	10.00	880.00
7. Finishing Roadbed & Slopes	Mile	0.66	2,000.00	1,320.00
8. Obliteration of Roadway	Sq Yd	11,452	0.75	8,589.00
9. Watering	M-Gal	652	3.00	1,956.00
10. Plant-Mix Bituminous Base	Ton	2,928	17.75	51,900.00
11. Aggregate Base	Ton	26,322	3.00	78,971.00
12. Class "B" Asphaltic Concrete	Ton	6,470	18.00	116,460.00
13. Asphalt in Tack Coat	Ton	2	125.00	250.00
14. 12-inch Sewer Pipe	Lin Ft	158	5.00	790.00
15. 18-inch Culvert Pipe	Lin Ft	304	6.50	1,976.00
16. 36-inch Culvert Pipe	Lin Ft	330	15.00	4,950.00
17. Concrete Inlets, Type G-2MA	One	4	325.00	1,300.00
18. Concrete Inlets, Type G-1	One	2	180.00	360.00
19. 6-inch Drain Pipe	Lin Ft	120	2.75	330.00
20. 8-inch Drain Pipe	Lin Ft	880	3.30	2,904.00
21. Guard Rail, Type 1	Lin Ft	880	3.00	2,640.00
22. Median Barrier	Lin Ft	3410	5.00	17,050.00
23. Remove Guard Rail	Lin Ft	5925	1.00	5,925.00
24. Type 2 Fence	Lin Ft	1340	0.85	1,139.00
25. Extra for Asph. Conc. Ditch Lining	Lin Ft	110	2.00	220.00
26. 18-inch Culvert End Section	One	1	110.00	110.00
27. 36-inch Culvert End Section	One	1	175.00	175.00
28. Guide Posts, W-1	One	26	8.00	208.00
29. Guide Posts, Y-2	One	12	8.50	102.00
30. Adjust & Cap Inlet	One	1	50.00	50.00

Total Contract Bid Items \$1,043,812.00

+ Engineering & Contingencies (20%) 208,762.00

Subtotal \$1,252,574.00

Additional Anticipated Items

Reconstruct Access Road	1,500.00
Flagging	3,000.00
Permanent Signing & Striping	

GRAND TOTAL \$1,263,074.00

RECEIVED
OCT 5 - 1971

FOR FILING

EPS-
7-5-1678)10
7676

Salem, Oregon
September 30, 1971

Frank Hall
Design Engineer

Attention: F.O. Scott

R/W File 43671
Farmer, Jerry and Barbara
Neil Creek Slide Vicinity
So. Ashland-Wall Creek Section
Interstate 5 Jackson County

Enclosed is a copy of a letter from Regional Maintenance Engineer John Quiner together with a sketch map indicating property which we need to acquire in order to meet our obligation to restore the access road providing access to the Farmer property. Will you please prepare a R/W description for this acquisition and return the same to this office for further processing.

Robert N. Bothman
Maintenance Engineer

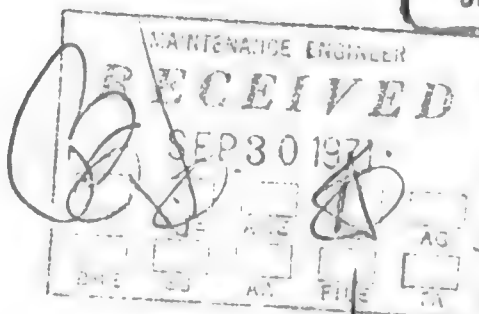
By

O. B. Jackmond
Maintenance Operations Engineer

OBJ:rr

attachment

cc: D. H. Moehring



NOTED
E. S. HUNTER

*cc Hunter ✓
Permit entry
signed 9/21/71
Bothman*

RECEIVED
SEP 28 1971
FORM 1-30 (REV. 10-69)
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 17, 1971

SUBJECT: Ivan & Jerry Farmer
File Nos. 34891, 34892,
39978 and 43671
Neil Creek Slide Section
Pacific Highway
Jackson County

To: MEMO TO THE FILES

On Tuesday, September 14, 1971, I called Bill Mansfield, Attorney for the Farmers. The purpose of the call was to advise him that we had a proposal for restoring access to the Farmers which we would like to discuss with him and/or his clients. Mansfield told me that he had been empowered to act for the Farmers in any transaction involving this right of way matter.

I told Mansfield that we would like to commence this work at the earliest possible date and would like to obtain a permit of entry pending a final right of way settlement. I told him that District Engineer George Thornton would bring the plan in for his comments and approval. I also said that if he wished to suggest minor changes that he and George Thornton could work them out. I further advised Mansfield that upon approval of the plan we would immediately submit it to Salem so that right of way negotiations could be initiated.

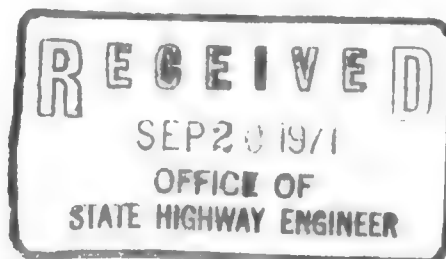
Mansfield told me that the Farmers would prefer to sell property rather than grant any more easements. I advised him that this would be our recommendation to Salem.

No specific mention was made of the inverse condemnation suits. I did tell Mansfield that we had been slow in attempting to settle with Farmer for the slide damage because we had hoped to make this a part of negotiations for whatever right of way would be required for permanent slide correction.

for Anderson
W. E. SCHWARTZ
Regional Construction Engineer

WES:cc

cc: E. S. Hunter
Dave Moehring
Leonard Riley
George Thornton



NOTED
E. S. HUNTER

RECEIVED
SEP 20 1971
FORM E-30

FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1971

SUBJECT: Neil Creek Slide
R/W File 39979
S. Ashland-Wall Creek
Pacific Highway

To:

C. T. Keasey
Region 3 Engineer

ROSEBURG

Attn: John Quiner

At the present time two lawsuits are pending which pertain to the above R/W file. These are:

Case L-6498	Barbara Farmer and others, inverse condemnation
Case L-6502	Ivan Farmer and others, damage

These cases are being handled by John McCulloch of the Attorney General's office. Any communications made with Ivan and Helen Farmer or Jerry and Barbara Farmer or Attorney William A. Mansfield should be by and through Mr. McCulloch.

A copy of your letter of August 31, 1971 will be sent to Mr. McCulloch.

ORIGINAL SIGNED BY R. N. BOTHMAN

Robert N. Bothman
Maintenance Engineer

RNB:mp

cc: E. S. Hunter
L. I. Linds
John McCulloch (cc)

NOTED
E. S. HUNTER

RECEIVED
SEP 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

August 31, 1971

To: E. S. Hunter
Ass't. State Highway Engr.
S A L E M

SUBJECT: Neil Creek Slide
R/W File Nos. 39979,
34892 and 43671
So. Ashland-Wall Crk. Sec.
Pacific Highway

While you and Al Johnson were at the Neil Creek Slide last week, we discussed at some length the access across the toe of the slide to the Farmer Property. A check of our records indicate that under R/W File No. 39979 an easement and release was signed by Jerry and Barbara Farmer. This release states in part "It is understood that the cost of moving the roadway from within the easement area to a location outside the area, if such moving becomes necessary at the option of the Grantors or their assigns, is included in the above consideration. However, Grantors may elect to continue the use of said roadway within the easement area, it being understood that Grantors assume all risks for said roadway and that the Grantee is released from any and all obligation and responsibility for said roadway, so long as it remains located within said easement area."

In addition to this easement and release there is also a release under the same R/W File No. signed by Ivan and Helen Farmer which states that they "accept all the terms of said easement and release dated November 17, 1966, from Jerry Farmer and Barbara Farmer insofar as the same pertain to the roadway over and across said slide area."

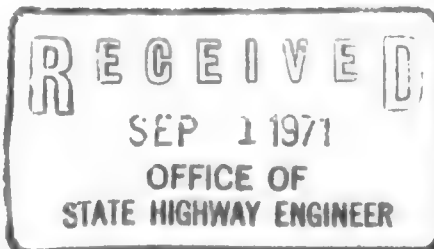
Based on these two releases, it is our intention at this time not to perform any repairs or relocate the Farmer Access.

I would recommend that our Legal Section notify both of the Farmers and their attorney, William A. Mansfield, of this decision.

JQII:cc
attach.

cc: Dave Moehring
R. N. Bothman
Frank Hall
George Thornton

C. Anderson
for JOHN QUINER II
Regional Maint. Engineer



NOTED
E. S. HUNTER

8B-26-17

File 39979

EASEMENT AND RELEASE

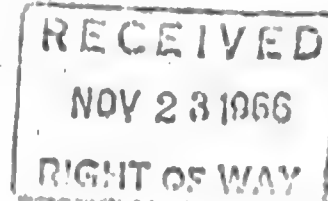
KNOW ALL MEN BY THESE PRESENTS, That we, Jerry S. Farmer and Barbara Farmer, husband and wife, Grantors, for the consideration of the sum of One Thousand Nine Hundred and No/100 Dollars (\$1,900.00) to us paid, receipt of which is hereby acknowledged, do hereby convey unto the State of Oregon, by and through its State Highway Commission, an easement to enter upon, take, remove deposit and dispose of earth, sand, rock or other materials, and take such other steps as the Highway Department may deem necessary for the purpose of correcting and eliminating slide conditions upon the following described property:

A parcel of land lying in the SW 1/4 SE 1/4 of Section 31, Township 39 South, Range 2 East, W.M., Jackson County, Oregon; the said parcel being described as follows:

Beginning at a point on the Northeasterly line of that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 547, Page 75 of Jackson County Records of Deeds, said point being opposite and 260 feet Northeasterly of Engineer's Station 289+50 on the center line of the relocated Pacific Highway which center line is described in Parcel 1 of said State of Oregon deed; thence Northeasterly at right angles to said center line 60 feet; thence Southeasterly parallel to and 320 feet Northeasterly of said center line, 175 feet to a point opposite Engineer's Station 291+25 on said center line; thence Northeasterly at right angles to said center line, 40 feet; thence Southeasterly parallel to and 360 feet Northeasterly of said center line, 120.87 feet to a point opposite and 360 feet Northeasterly of Engineer's Station 292+45.87 on said center line; thence Southerly in a straight line to a point on the Northeasterly line of said State of Oregon property said point being opposite and 320 feet Northeasterly of Engineer's Station "SB" 294+50 on the center line of the South-bound lane of the said highway which center line is described in Parcel 2 of said State of Oregon Deed; thence Northwesterly along the Northeasterly line of said State of Oregon property to the point of beginning.

The parcel of land to which this description applies contains 0.77 acre, more or less.

It is expressly understood that the only interest conveyed herein is the right and privilege to go upon the above-described real prop-



erty for the purpose of taking, removing and disposing of earth, sand, rock, or other material and to do all things necessary to stabilize the highway slopes located thereon, and in connection therewith the Grantee may use and appropriate for highway use, without additional compensation, any materials which require excavation or removal from said slide and slope area; provided, however, that Grantee will remove such materials from such area only as is reasonably necessary to repair such future slides, if any there be, and except as may be caused by such slides, or the repair thereof, Grantee will take no steps to interfere with or damage the road which grantors maintain over said above-described area.

It is further specifically understood that, except for the rights and privileges heretofore set forth, Grantors reserve all other rights to fully use and occupy the property which is the subject of this easement, provided, however, that such use shall not be permitted to interfere with the purposes for which this easement was obtained, to damage or destroy the lateral support of the highway, or endanger the highway by causing slides thereon.

TO HAVE AND TO HOLD the said perpetual easement unto the said State of Oregon, by and through its State Highway Commission, its successors and assigns forever.

As a part of the above consideration, the Grantors release the Grantee, its State Highway Commission, officers, employees and contractors, of and from any and all claims, demands, damages, causes of action, suits at law or equity of whatever kind or nature based upon the slide which occurred upon the above-described land during the winter of 1965-66, including any and all damages within the easement area to Grantors' real and personal property.

[REDACTED]

It is further expressly understood that although there is granted herein to the Grantee the right and privilege to do the things herein enumerated, the Grantee by acceptance of this easement and release neither admits nor denies liability of any sort, nor assumes any duty or obligation to exercise any of the rights and privileges herein granted, this release being intended as a termination of all controversy of whatever kind or nature arising from the slide occurring upon the above-described area.

Nothing herein shall be construed to permit Grantee to trespass or encroach upon any real property of Grantors not described hereinabove.

And we the said Grantors do hereby covenant to and with the said State of Oregon, by and through its State Highway Commission, its successors and assigns, that we are the owners in fee simple of the said premises; that they are free from all encumbrances and that we will warrant and defend the easement herein granted from all lawful claims whatsoever.

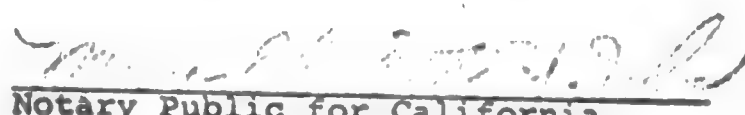
IN WITNESS WHEREOF, we have hereunto set our hands and seals this 17 day of November, 1966.

Jerry S. Farmer (SEAL)
Barbara Farmer (SEAL)

STATE OF CALIFORNIA,)
County of Santa Barbara.) ss.

On this 17 day of November, 1966, personally came before me, a Notary Public in and for said County and State, the within named JERRY S. FARMER and BARBARA FARMER, his wife, to me personally known to be the identical persons described in, and who executed the within instrument, and who each personally acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

WITNESS my hand and official seal the day and year last above written.


Notary Public for California

My Commission expires:

MARY-ELIZABETH ST. JOHN - NOTARY PUBLIC
For the County of Santa Barbara, and State of California
My Commission Expires July 24, 1967
6767 HOLLISTER AVE., GOLETA, CALIF.

WHEREAS, on November 17, 1966, Jerry S. Farmer and Barbara Farmer, husband and wife, granted to the State of Oregon, by and through its State Highway Commission, an easement to enter upon, take, remove, deposit and dispose of earth, sand, rock or other material for the purpose of correcting and eliminating slide conditions upon a portion of their property in the SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 31, Township 39 South, Range 2 East, W.M., as more fully set out and described in said grant of easement; and

WHEREAS, in addition to said grant of easement the said Jerry S. Farmer and Barbara Farmer, husband and wife, also released the State of Oregon, by and through its State Highway Commission, from all damages to said real property as a result of the slide as described therein, including the release of damages to the roadway located thereon; and

WHEREAS, said roadway is also used by Ivan W. Farmer and Helen G. Farmer, husband and wife, as a means of access to their property in the NW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 6, Township 40 South, Range 2 East, W.M., and they have consented to the said release as above set forth.

NOW, THEREFORE, for the consideration as set forth in the Easement and Release herein referred to, we, Ivan W. Farmer and Helen G. Farmer, husband and wife, consent to and ~~grant to the State of Oregon, by and through its State Highway Commission, an easement to enter upon, take, remove, deposit and dispose of earth, sand, rock or other material for the purpose of correcting and eliminating slide conditions upon a portion of their property in the SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 31, Township 39 South, Range 2 East, W.M., as more fully set out and described in said grant of easement; and~~ from Jerry S. Farmer and Barbara Farmer, husband and wife, to the State of Oregon, by and through its State Highway Commission, ~~an easement to enter upon, take, remove, deposit and dispose of earth, sand, rock or other material for the purpose of correcting and eliminating slide conditions upon a portion of their property in the SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 31, Township 39 South, Range 2 East, W.M., as more fully set out and described in said grant of easement; and~~ and do hereby release the State of Oregon, by and through its State Highway Commission, from all damages resulting from the loss of said roadway upon the same terms and conditions as set forth therein.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this 19th day of December, 1966.

/s/ Ivan W. Farmer (SEAL)
Ivan W. Farmer

/s/ Helen G. Farmer (SEAL)
Helen G. Farmer

STATE OF OREGON)
County of Jackson) ss

On this 19th day of December, 1966, personally came before me, a Notary Public in and for said County and State, the within named Ivan W. Farmer and Helen G. Farmer, his wife, to me personally known to be the identical persons described in, and who executed the within instrument, and who each personally acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

S E A L

/s/ Lloyd A. Headley
Notary Public for Oregon

My commission expires Sept. 24, 1968

ba/tk

NEIL CREEK SLIDE
PACIFIC HIGHWAY JACKSON COUNTY

SOILS ENGINEER'S REPORT

F. W. Yarbrough
Soils & Geology Engineer

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Neil Creek Slide

Soils Engineering Report

July 1971

Description

A 90-foot high fill slope failure at station 290+00 on the South Ashland-Wall Creek Section, Pacific Highway, Jackson County, MP 9.8.

History

See the section titled "Slide Activity", page 2 in the Geologic Investigation Report attached.

In addition to the history of fill slides described in the geology report, two cut slides occurred during construction just north of the unstable fill. Locations and descriptions are shown on the Plan, Soils & Geology. Both occurred in the shallow (not over 20-feet depth) residual soil layer, and grade was not affected.

Geology

See the report of Geologic Investigation attached. Also, Drawing A, Plan: Soils and Geology, and Drawing B, X-section, Soils & Geology in the appendix.

The geologic features in the fill area, station 283 to 294, are very complex and probably only crudely described. The USGS quadrangle geology map shows three distinct formations intersecting in the slide area, but our study shows only two are present.

A clay layer from 3 to 50-feet thick should be added to the list of stratigraphic units. It is described as silt at some locations, generally containing rock fragments, and overlies the siltstone east of the fault. The quadrangle geology report describes the clay as weathered from the underlying formations. It has quite variable characteristics in color, plasticity, and moisture content as described in detail in the logs of drill holes and surface exposures.

Evidence of the fault is sketchy, but postulation of it does help to explain the steeper dip of the siltstone near the sandstone contact, the concentration of water in the fill area, and the soft and broken zones in the cores. Most significant, if it exists, is the possibility of secondary slip surfaces in the siltstone created with the formation of the fault. Some of these could be expected to have an attitude parallel to the slide

slip surfaces. Such occurrence might explain the soft gray seams seen in the siltstone in the erosion channel left of station 295+50, described on Drawing A, Plan, Soils & Geology.

Slide Analysis

All three slides are believed to have occurred on surfaces in the clay at relatively shallow depth. The 1966 slide involved only the lower portion of the fill. The 1969 slide included the 1966 slide area through the full height of fill. The last slide, 1971, abuts to the previously failed areas, involves a higher height of fill slope and a deeper portion of clay foundation. The increasing magnitude of sliding occurring after drainage and strengthening by rock inlays strongly suggests a progressive failure mechanism.

Underground seepage was present in the fill area and contributed to sliding of the pre-interstate highway. This was remedied to a considerable extent by the drainage tunnel located on the right of the 1971 slide. A pipe was installed in the tunnel and extended under the new interstate grade at the time of its construction.

A trench and pipe drain was placed under the interstate fill at the time of construction as shown on Drawing B, X-section, Soils & Geology. This drainage is now almost certainly disrupted and may be the source of water emerging from the lower part of the slide.

The presence of water in the fill area, and particularly that associated with the tunnel, is now considered to be only a contributing factor to the sliding which has continued at this location. Up to now, and certainly at the time of the interstate construction, it was considered to be the primary factor.

However, there is evidence of complete saturation of the entire fill in spite of the tunnel. This was seen particularly in the portion of the fill slope that has remained stable, to the north of the failed sections. Also, heavy seepage has to be postulated in connection with the very low cut slope failure designated A on the Plan drawing. Finally, weather conditions are known to be favorable occasionally for both general saturation and heavy seepage in this area. Nearly every year, during the winter months, snow depths of several inches occur which are then likely to be melted off by rainstorms.

A new feature in the foundation which has never before been described is the presence of lenses of highly plastic clays at shallow depths. These have been seen generally (or at least described) only in surface exposures as shown on the Plan, Soils & Geology. One reason for this is that some of them are too thin to be significant in a flight auger exploration hole. Examination of the six auger borings made in December, 1961, for the interstate construction, and shown on sheet A-39 in the Appendix, suggests a massive formation, probably like shale, with a weathered layer on top only three to four feet thick. However, the color description of red-brown from 0-3' in AH-15 suggests that this hole intersected a red clay lense. A lense or laminated clay structure would probably have a

low shear strength parallel to the laminations even if it was moderately dry. The fact that the lenses do not appear to extend over the entire area also helps to explain the progression from small to large slides. Slides have occurred where too weak lense contacts are present; weakest ones first, strong ones last. Strong ones may yet be progressing toward failure.

A further consideration is that subsequent explorations by drive sampling, penetration tests, and drill cores have shown a greater depth of weathering (soft formation) than was indicated by the 1961 auger holes, especially in the area of the 1971 slide. The only explanation is that auger borings, which were standard for exploration in 1961, do not always give a reliable indication of the condition of the soil in place.

A stability analysis, sheet 1 in appendix, of the deepest probable failure surface shows a cohesion strength of 850 pounds per square foot was required for stability until failure, if an effective friction factor of 0.2 (14°) was available and the fill was fully saturated. The addition of a rock berm 20-feet vertical depth would increase the stability on the surface analyzed by about 26 percent as shown on the same sheet.

Stability analysis, sheet 2, shows an increase in slope stability of 14 percent of a possible failure surface passing under the rock toe of the berm, if no increase in shearing resistance due to greater depth of shear surface is assumed. Penetration tests show greater resistance with depth, which makes the assumption very conservative.

Stability analysis, sheets 3 and 4, show an increase in shearing resistance of 15 percent for rock inlay 20-feet deep placed within the present fill slope as has been done to correct previous slides in the fill. No increase in available shear resistance due to the excavation was assumed and the counterbalancing effect of the rock was neglected, both of which are conservative.

Repair of Slide Section by Rock Inlay

Two plans to eliminate the slide damage are being considered.

One plan for repair of the slide is to excavate the fill slope to firm siltstone and backfill with rock. Where the thickness of rock inlay will be 20-feet, the increase in shear resistance and safety is 15 percent, and probably a little more.

Repair of Slide Section by Relocation

An alternate plan for repair of the slide section is to relocate the roadway off the slide into the rock hillside. The roadway will be entirely off the siltstone formation where sliding has occurred, and will be moved sufficiently on the north to permit unloading the fill foundation to reduce the stress on it.

Geologic Investigation of Neil Creek Slide
Pacific Highway
Jackson County

Study Area

The area involved in this study is between Sta 280-301 of the South Ashland Interchange-Wall Creek Section, Pacific Highway, Jackson County. The purpose of the study is to determine the relationship between the embankment failure known as Neil Creek Slide and the geologic conditions existing in the study area.

Stratigraphy

The study area involves the contact between a sedimentary formation known as the Hornbrook formation with a large granitic intrusive. For purposes of mapping, three basic units were used:

- Unit A - This is a light grey, medium-grained, granitic rock which has been mapped as quartz diorite. This is the predominant rock type forming the large intrusive body found westerly of the study area. This rock type outcrops in the draw right of Sta 303 and forms the cutslopes along the freeway immediately south of the study area.
- Unit B - This unit is composed predominantly of medium- to coarse-grained arkosic sandstones. Coloration is variable, with variations of whitish grey, pinkish grey, and bluish grey. The unit includes some lenses of conglomerate and pebbly sandstone with a gradational tendency upward from coarser grained to finer grained. Most of the unit shows only rude bedding which is apparent by variation in grain size. The clastic material forming these sediments were derived from the weathering of the older granitic rocks. Based on an excellent exposure at Sta 502-504, near Siskiyou Station, this unit represents the basal portion of the Hornbrook formation which overlies the granitic rocks of Unit A in an erosional contact. Several exposures of granitic rock with inclusions of Unit B type rock in the area of Sta 297-301 indicate that Unit B has been intruded by younger granitic intrusive in the study area.
- Unit C - This unit is composed of well-bedded, fine-grained sandstone and dark grey siltstones. Based on exposures just north of the study area and between Wall Creek and Siskiyou Station, the lower portion of this unit is predominantly sandstone with some thin interbeds of siltstone. The upper portion grades into predominantly siltstone. The exposure at Sta 502-504 indicates that there is a gradational contact between Unit B and Unit C. Within the study area, the upper siltstone portion of the unit was prevalent.

Structure

The regional attitude of the Hornbrook formation, represented by Unit B and Unit C, is a northeasterly dip of about 25°.

The most important geologic structure in the study area is a fault which trends parallel along the westerly side of the freeway. Evidence of fault gouge can be seen in the cut slope right of Sta 279-281 and Sta 292-296.

Drill holes 1-R, 2-R, 4-R, 5-R, and 6-R delineate the fault trace with drill hole 5-R actually penetrating it. Based on the normal sequence of the geologic units in the study area, the easterly side has dropped in relation to the westerly side. Fracture patterns in the area indicate that the main fault trace dips steeply (70-80°) in a southwesterly direction. Based on drill hole information, the normal 25° dip of the siltstones becomes steepened to 50-70° as the fault trace is approached. This is interpreted as being caused by drag during movement along the fault. Also, there is an increase in the degree of fracture in the rock as the fault trace is approached. 5

By plotting up original location cross sections, it appears that there was a definite topographic break along the fault zone prior to construction of the original road. The ground line westerly of the fault zone was relatively steep, but flattened noticeably easterly of the fault zone.

Relationship of Geology to Slide Conditions

The physical nature of the fault zone, being highly fractured and crushed, would make it a natural aquifer for concentrating ground water. This water would be restricted from any easterly movement at depth by the relatively impermeable siltstones, and forced to the surface along the easterly margin of the fault zone. 6

The area easterly of the fault zone is underlain by siltstones which have weathered to a clayey overburden soil which becomes plastic when wet. This soil provides the potential for development of a slip plane.

Road construction in the area, starting with the old Pacific Highway and subsequently the newer I-5, involved placing embankment on top of the clayey overburden soil described above. This provided the driving force necessary in the development of a slide.

Slide Activity

Slide problems had occurred on the old Pacific Highway in this area prior to free way construction. Corrective measures at that time included construction of a drainage tunnel in the area of Sta 289+50-290+50. During freeway construction, a shallow rock inlay was constructed about 110' left of centerline. The average depth of excavation for this inlay was about 10'. 7

The first failure after freeway construction occurred during the winter of 1965-1966 in the fill slope below Sta 291-292+50. The main scarp was at least 50' from the guardrail. The pavement was not affected except for a small crack running diagonally between Sta 293-294+50. The failure appeared to be a pop-out type failure caused by excess water in the toe of the fill. A rock inlay was constructed around the bottom of the failure with drainage to remove excess water. 8

The second failure occurred during the winter of 1968-1969. This failure appeared to occur above and around both ends of the 1966 correction, with the main part of the failure around the south end. A crack connected to the scarp forming the southern limit of the failure extended diagonally across the pavement to Sta 291+50 along the same orientation as the crack which 9

appeared during the 1966 failure. This time there was some settlement of the pavement along this crack. Drill holes were put down to find a suitable foundation for a rock inlay, and a rock inlay was designed which was keyed into unweathered siltstone bedrock. The south end of the inlay was extended outside of the embankment area to tie into stable ground. On the north end, the bedrock kept getting deeper, so a decision was made to bring the inlay up at Sta 291 to avoid the prohibitive excavation costs. The travel lanes were lost from movement occurring during excavation for the inlay, and traffic had to be diverted to a detour on the right.

The most recent failure developed last winter in the fill slope between Sta 289+50-291 around the north end of the 1969 correction. The main scarp broke back just inside the guardrail, and some small cracks appeared in the pavement between Sta 287+50-290 running parallel to the alignment. Also, a crack appeared running diagonally across the pavement between Sta 291+50-294+50 in the same orientation as in 1966 and 1969, with some settlement occurring.

Both the 1966 and 1969 correction appear to have been essentially effective, but subsequent failures developed around the margins of the stabilized areas. Apparently the persistent crack which has appeared in a diagonal orientation across the pavement between Sta 291+50-294+50 is related to the contact between the original ground and the embankment placed during construction of the original Pacific Highway. This can be seen by plotting the crack on the location cross sections.

Corrective Measures

There are two methods of correction which would be utilized in this area. The first would be continuation of the 1969 rock inlay farther north. To be absolutely safe, it would probably be necessary to extend it as far north as Sta 280. Also, drill information indicates that the depth of excavation required would result in the loss of the freeway during construction. The biggest drawback of this method would be the probable inability to complete construction before the fall rains started.

The second method of correction would involve realignment away from the slide area with a more extensive cut on the right. To be absolutely safe, it would be necessary to keep the new roadbed entirely right of the crack between Sta 291+50-294+50 in the existing pavement. Also, it is recommended that existing embankment between Sta 283-295 be flattened back to the proposed realignment to remove as much of the driving force causing the instability as possible. Sufficient funds should be set up in the contract to allow for horizontal drains to be drilled back into the fault zone to intercept any excess water. Drilling in the cut area has not been completed, but that done so far indicates that the bench section using $\frac{1}{2}:1$ slopes should be feasible.

Oregon State Highway Division
SOILS GEOLOGY EXPLORATION LOG

Project Nail Creek Slide Hole No. 1R
 Highway Pacific County Jackson Sheet 1 of 2
 Location 53' Rt 291146 Prefix 615-1472-910
 Started 6-3-71 Finished 6-9-71 Anglogert Logged By R.D. Holter
 Engineer Bill Brown Driller Nick Lehubach Date _____
 Purpose of hole Slide investigation Ground Elev 2727'
 Drill & sampler type HQ wireline Longyear 53-893
 Drive sampler OD ID Hammer wt 140 Fall 30"

Casing size, depth, bit type, size water table, % moisture				Blows Foot Inc. Rec. Sampled % Recovery				Depth Graphic Log		DESCRIPTION		
										COLOR	TEXTURE: % Gravel, Sand, Fines	
										CONSISTENCY	Estimated PI	
										Hard - Soft	Samples, type, Depth	
										Tough - Brittle	JOINTS, spacing, strength	
										Fresh - Weathered	% WATER RETURN	
HQ												0-11' Fill material consisting of primarily orange brown silty sand and rock fragments
DS	3/16 3/16	24/2	8									
HQ	2/16 3/16	24/0	0									
DS	3/16 3/16	24/0	0									
HQ	2/16 3/16	36/0	0									
DS	1/8 9/16	24/0	0									11-12 1/2' Change of drill water to dark brown indicates possible topsoil zone at original ground.
HQ	1/8 9/16	36/5	14									12 1/2-28' Material recovered indicates that this zone probably consists of completely decomposed and/or altered siltstone which has broken down into a pinkish grey soft "claystone" with orange brown coloration along what appears to be fracture zones. Material can be pulverized between fingers and becomes a plastic clayey silt when mixed with water. It is possible that this material could be part of the fault gouge.
DS	15/16 3/4	18/7	39									
HQ	4/16	42/17	40									
DS	7/8 2 3/4	24/7	29									
HQ	3 5/8 4 1/2	36/7	19									
DS	3 1/2 4 3/8	9/8	89									28-34 1/2' Harder, very highly fractured, pinkish grey, altered siltstone similar to material above. Material still soft enough to be scratched by a finger nail. Fracture planes appear to be predominantly high angle.
HQ		45/29	64									
DS	4 0/3	35	100									
HQ		57/16	28									34 1/2-63' Dark grey siltstone containing thin (up to 1/2" thick) lenses or streaks of whitish fine-grained sandstone. Lenses in sandstone lenses dip approximately 70° and some of the lenses show small displacement along fractures. There are some areas of orange brown discoloration down to 48' with recovered material below that appearing essentially unweathered. Recovered material is fairly hard, but can be scratched by a finger nail. The material is very highly fractured and was very rough drilling. This material is interpreted as Hornbrook formation sediments which have been deformed from the normal 25° dip by drag along the fault zone.
DS	4 0/3	3/5	100									
HQ		55/4	7									
DS	4 0/4	4/2	100									
HQ		54/19	34									
DS		69/34	57									
HQ		69/38	63									
DS		69/60	100									
HQ		69/54	90									63-78' the above material grades into predominantly whitish fine-grained sandstone with streaks of siltstone which appears wavy and discontinuous. In the area of 65-73' portions of the core show orange brown discoloration. Also, core recovered between 73-78' is grey colored, but soft enough to be pulverized between fingers. Rest of core is fairly hard but can be scratched by finger nail. Material is still highly fractured.

Hole no. 1R

Oregon State Highway Division
SOILS GEOLOGY EXPLORATION LOG

Project Heil Creek Slide Hole No. 1R
 Highway Pacific County Jackson Sheet 2 of 2
 Location 53' pt 291446 Prefix 615-1477-910
 Started 6-3-71 Finished 6-9-71 Anglerent Logged By R.D. Huetter
 Engineer Bill Brown Driller Nick Lehrbach Date _____
 Purpose of hole Slide investigation Ground Elev 2727'
 Drill & sampler type 1/2 wireline - Longyear 53-893
 Drive sampler OD ID Hammer wt 140' Fall 30"

Casing size, depth, bit type, size	Water table	% moisture	Foot	Blows	Recovered	% Recovery	Depth	Graphic Log	DESCRIPTION		
									COLOR	TEXTURE: % Gravel, Sand, Fines	Estimated PI
									CONSISTENCY		Samples, type, Depth
									Hard - Soft		JOINTS, spacing, strength
									Tough - Brittle		% WATER RETURN
									Fresh - Weathered		
H ↓				60/56	93		70				
				60/23	38						
				60/40	67		80			78-83 Material grades into predominantly siltstone as described in area of 34 1/2-63. Still highly fractured, but no orange brown discoloration.	
				60/53	88					83-91' In this area, the ratio of siltstone and sandstone is roughly equal. Some small zones of grit sandstone occur. Still highly fractured.	
				60/57	95		90			91-98 Material grades into essentially all sandstone. Still highly fractured.	
				60/60	100		100			Note: Roughness of drill action between 34 1/2' - 85' was unusual for type of rock even though it was highly fractured. Would tend to indicate that the material had been loosened by movement.	
										Installed slope indicator tube (Elev top tube 2727')	
										6-11-71 water level 40' (datum top of SI tube)	
										6-14-71 water level 47'	
										6-16-71 water level 49'	
										6-18-71 water level 49'	
										6-21-71 water level 51'	
										6-23-71 water level 51'	

Hole no. 1R
A-11
A-17

Oregon State Highway Division
SOILS GEOLOGY EXPLORATION LOG

Project Neil Creek Slide Hole No. 2-R
 Highway Pacific County Jackson Sheet 1 of 2
 Location 85° Rt 291+48 Prefix 615-1472-910
 Started 6-7-71 Finished 6-10-71 Angle vert Logged By R.D. Hatcher
 Engineer Bill Brown Driller Ed Larkin Date _____
 Purpose of hole Slide investigation Ground Elev 2730'
 Drill & sampler type HQ wireline Mobile 61-893
 Drive sampler OD _____ ID _____ Hammer wt 140# Fall 30"

Casing size, depth bit type, size water table % moisture	Foot Inches	Recovered % Recovery	Depth	Graphic Log	DESCRIPTION		
					COLOR	TEXTURE: % Gravel, Sand, Fines	Estimated PI
					CONSISTENCY		Samples, type, Depth
					Hard - Soft		JOINTS, spacing, strength
					Tough - Brittle		% WATER RETURN
					Fresh - Weathered		
Last water return at 35'					0-7" A.C. and base rock surfacing for detour.		
DS ↑	40/4"	4/3	75		7"-5' Orange brown silty sand, probably fill and/or overburden soil.		
	54/51	91			5'-12' Highly fractured, fine to medium grained sandstone which is highly weathered and/or altered. Coloration is basically orange brown with some streaks of whitish grey. Rock is moderately hard but portions are soft enough to be scratched by a fingernail. Overall appearance is similar to rock exposed in cut bank to right.		
	60/24	40			12'-56' Very highly fractured, medium-grained sandstone. Basic color is whitish grey with orange brown coloration along fracture planes. Material ranges from moderately hard to soft enough to be pulverized between fingers. Poor recovery indicates that much of the in-place material would be friable enough to be pulverized between fingers. The material in this zone appears very similar to material interpreted as fault gouge in the outcrop just south of the hole location.		
	60/0	0					
DS ↑	11 1/2" 48/5"	11/9	82				
	49/36	73					
	60/44	73					
	60/30	50					
DS ↑	60/24	40					
	60/36	60					
	34/36	100					
	60/36	60					
DS ↑	34/19	53					
	48/12	25					
	60/12	20					

Hole no. 2R

A-12
AT

OREGON STATE HIGHWAY DIVISION
SOILS GEOLOGY EXPLORATION LOG

Project Neil Creek Slide Hole No. 3R
Highway Pacific County Jackson Sheet 1 of 2
Location 35th Lt 289-150 Prefix 615-1472-910
Started 6-15-71 Finished 6-21-71 Angle vert Logged By R.D. Hunter
Engineer Bill Brown Driller Ed Levin Date _____
Purpose of hole Slide Investigation Ground Elev 2719²
Drill & sampler type HQ wireline - Mobile 61-893
Drive sampler OD _____ ID _____ Hammer wt 140^{lb} Fall 30["]
DESCRIPTION _____

[illegible]

Hole no. 38

A-14

SOILS GEOLOGY EXPLORATION LOG

Project Neil Creek Slide Hole No. 312
Highway Pacific County Jackson Sheet 2 of 2
Location 35th Lt 289450 Prefix 615-1472-910
Started 6-15-71 Finished 6-21-71 Anglogert Logged By R. D. Hart
Engineer Bill Brown Driller Ed Larkin Date _____
Purpose of hole Slide Investigation Ground Elev. 22192
Drill & sampler type 40 wireline - Mobile 61-893
Drive sampler OD ID Hammer wt 140^{lb} Fall 30"

						DESCRIPTION	
Casing size, depth bit type, size	Water table	% moisture	Feet/sec.	Blows	Recovered	% Recovery	Depth
							Graphic Log
							COLOR
							CONSISTENCY
							Hard - Soft
							Tough - Brittle
							Fresh - Weathered
							TEXTURE: % Gravel, Sand, Fines
							Estimated PI
							Samples, type, Depth
							JOINTS, spacing, strength
							% WATER RETURN
DS		38%					
		5 1/4 / 44	81				
		6 0 / 40	100				
		6 1 / 50	83				
		6 0 / 39	65				
		6 0 / 42	70				
		6 0 / 60	100				
26-97 Dark grey unweathered siltstone. Moderately fractured with some highly fractured zones. Has same apparent dip as material described 66-76. 97-101 Moderately fractured, dark grey siltstone with some lenses of whitish-grey fine-grained sandstone interbedded with the siltstone below 97. Has same 75° dip as noted above between 66-97. Installed 103' of slope indicator tube. Elevation of top of tube is 2721'. After tube was installed, an unknown obstruction was found at 92'. This obstruction was pushed down to 93' with a pipe weight. Cause of obstruction cannot be explained.							

Hole no. 3R

A-15

Oregon state highway division
SOILS GEOLOGY EXPLORATION LOG

Project Neil Creek Slide Hole No. 4R
Highway Pacific County Jackson Sheet 1 of 2
Location 55' Rt 289+50 Prefix GIS-1472-910
Started 6-14-71 Finished 6-18-71 Anglogert Logged By P.D. Walter
Engineer Bill Brown Driller Nick Lehrbach Date _____
Purpose of hole Slide Investigation Ground Elev 2716'
Drill & sampler type HA wireline - Longyear 53-893
Drive sampler ON ID Hammer wt 140" Fall 30"

DESCRIPTION					
Casing size, depth bit type, size water table % moisture	Feet inches	Blows	Recovered sampled % Recovery	Depth	Graphic Log
					COLOR CONSISTENCY Hard - Soft Tough - Brittle Fresh - Weathered
					TEXTURE: % Gravel, Sand, Fines Estimated PI Samples, type, Depth JOINTS, spacing, strength % WATER RETURN
HQ					0-33' Fill material consisting of various mixtures of clayey silt, silty sand and assorted rock fragments.
DS	5/8 5/8 5/8 5/8	24/0	0		
HQ		24/3	13		
HQ		60/6	10		
DS	5/8 19/8 17/8 9/8	24/0	0		
HQ		36/10	28		
DS	5/8 7/8 8/8 15/8	24/3	13		
HQ		36/8	22		
DS	4/8 4/8 7/8 8/8	24/3	13		
HQ		36/6	17		
DS	35/8 15/8 21/8 10/8	24/0	0		
HQ		36/10	28		
DS	3/8 5/8 6/8 8/8	24/0	0		33-43' Completely decomposed siltstone which has broken down into orange brown silty clay and soft brown siltstone fragments. Thin seams of soft grey clay occur in this material. There is a set of fracture planes which have a nearly vertical lineation.
HQ		36/15	42		
DS	13/8 25/8 28/8 38/8	24/7	29		
HQ		36/34	92		
DS	13/8 24/8 40/4	16/4	88		43-51' Highly weathered and highly fractured brownish-grey siltstone with abundant softer orange brown seams. Much of the siltstone fragments are firm but soft enough to be scratched by a fingernail.
HQ		44/23	52		
DS	24/8 40/4	10/7	70		
HQ		50/42	84		51-56 Highly fractured dark grey siltstone with thin lenses of fine-grained sandstone. Sandstone lenses have a orange brown coloration. Apparent bedding dips 45-50°.
HQ		60/59	98		
HQ		60/58	97		56-77 Highly fractured dark grey siltstone with thin lenses of whitish grey fine grained sandstone. Sandstone lenses indicate dip of 45-50°. Minor and slickensides occur in the near vertical trending fractures. The zone between 70-77 is very highly fractured.
HQ		60/57	95		

Hole no. 42

A-16

SOILS GEOLOGY EXPLORATION LOG

Project Neil Creek Slide Hole No. 4R
Highway Pacific County Jackson Sheet 2 of 2
Location 55° 28' 15.0" Prefix 615-1472-910
Started 6-14-71 Finished 6-18-71 Angle vert Logged By R.D. Hatcher
Engineer Pill Brown Driller Nick Lichnerich Date _____
Purpose of hole slide investigation Ground Elev 2716'
Drill & sampler type HQ wire line - Longyear 53-893
Drive sampler OD _____ ID _____ Hammer wt 140" Fall 30"

casing size, depth, bit type, size water table % moisture	Foot	Blows	Recovered Sampled % Recovery	Depth	Graphic Log	COLOR CONSISTENCY Hard - Soft Tough - Brittle Fresh - Weathered	DESCRIPTION TEXTURE: % Gravel, Sand, Fines Estimated PI Samples, type, Depth JOINTS, spacing, strength % WATER RETURN
HQ	6 9/54	90		78			
	6 9/35	58					
	5 3/48	92	8"				77-81 whitish gray sandstone with dark green very thin disrupted strata of siltstone which show displacement along fractures. Material is highly fractured and shows well developed slickensides on fracture planes.
	6 9/5	8					81-93 Very highly fractured material. Based on material recovered, probably is mostly siltstone with some thin sandstone lenses. Slickensides indicates probable fault gouge, and poor recovery is area of 81-91 reflects probable highly fractured and crushed nature of in-place material.
	4 4/4	9	90				
	2 1/24	100					
	6 1/60	100					93-98 Moderately fractured, dark gray siltstone with thin whitish gray sandstone lenses which make up nearly 50% of material. Sandstone lenses dip approximately 50°.
			100				
							Hole caved at 192 after casing was pulled. No water at that depth.

Hole no. 4R

Or a state highway division
SOILS GEOLOGY EXPLORATION LOG

Project Neil Creek Slide Hole No. 5-R
 Highway Pacific County Todd Sheet 1 of 1
 Location 100' pt 292' 30" Prefix 615-472-913
 Started 6-24-71 Finished 6-25-71 Angle 90° Logged By R. J. Miller
 Engineer Bill Brown Driller Ed Larkin Date _____
 Purpose of hole slide investigation Ground Elev 2720'
 Drill & sampler type 10" core line Mobil 61-973
 Drive sampler OD ID Hammer wt 140 lb Fall 30"

Drive sampler OD										DESCRIPTION													
Casing size, depth		Bit type, size		Water table		% moisture		Foot		Blows		Recovered		% Recovery		Depth		Graphic Log		COLOR		TEXTURE: % Gravel, Sand, Fines	
																				Estimated PI		Samples, type, Depth	
																				JOINTS, spacing, strength		% WATER RETURN	
																				Hard - Soft		Tough - Brittle	
																				Fresh - Weathered			
DS	1/2	20	46 8/16	2 1/3	13																		
DS	1/2	9	76 3/16	2 1/2	8																		
DS	1/2	80	40/5	2 1/1	4																		
DS	1/2	100	46 4/16	1 1/8	80																		
DS	1/2	100	40/5	3/4	80																		
DS	1/2			55/31	56																		
DS	1/2			60/60	100																		
DS	1/2			60/35	58																		
DS	1/2			60/50	83																		
DS	1/2			60/45	75																		
0-1' A.C. and base rock																							
1-16' Fill material consisting of primarily silty sand with scattered rock fragments																							
16-44' Highly fractured, highly weathered and/or altered medium to coarse grained sandstone. Coloration varies from orange brown to whitish grey. Hardness ranges from very hard to friable enough to be crushed between fingers. Orange brown clay seams are common along fracture planes. Drill action and water return indicate cone loss occurred in areas of friable material. This is interpreted as fault gouge																							
This appears to be the actual fault.																							
44-57 Dark grey, highly fractured and crushed siltstone. Some thin lenses of whitish grey fine-grained sandstone with irregular orientation ranging to vertical. Abundant slickensides. This could be interpreted as fault gouge.																							
6-30-71 under level 292 bottom 31/2																							
50'																							

Hole no. 5R

A18

Oregon State Highway Division
SOILS GEOLOGY EXPLORATION LOG

Project Mail Creek Slide Hole No. 6-R
 Highway Pacific County Jackson Sheet 1 of 1
 Location 5.7' Rd 297400 Prefix 615-1472-910
 Started 6-29-71 Finished 7-1-71 Angle Vert Logged By R.D. Hectric
 Engineer Bill Brown Driller Dick Prodzinski Date _____
 Purpose of hole Slide investigation Ground Elev 2701'
 Drill & sampler type HO wireline 61-893 Mobile
 Drive sampler OD ID Hammer wt 140# Fall 30"

Casing size, depth, bit type, size, water table, % moisture				Foot	Blows	Recovered	% Recovery	Depth	Graphic Log	DESCRIPTION
										COLOR
										CONSISTENCY
										Hard - Soft
										Tough - Brittle
										Fresh - Weathered
										TEXTURE: % Gravel, Sand, Fines
										Estimated PI
										Samples, type, Depth
										JOINTS, spacing, strength
										% WATER RETURN
DS	11/2	18	4 1/2	3/4	2 1/3	13			0-11'	Fill material of mixed sandy silt, silty sand and rock fragments
			12 1/4	2 1/2						
					3 1/2	89		10	11-13 1/2'	Dark reddish brown clayey silt, probably original overburden soil.
			9	4 1/2	2 1/4	17			13 1/2-18'	Yellow brown decomposed siltstone consisting of clayey silt and soft siltstone fragments. Some soft thin grey clay seams occur in this zone.
			60	2 1/2	4 1/2	124	33		18-42'	Extremely highly fractured siltstone. Upper portion is highly weathered, becoming less weathered with depth. Coloration is basically brownish grey with orange brown coloration along fracture planes. Material is firm, but soft enough to be scratched by a fingernail. Core has indicated possible thin soft seams along some fracture planes.
					4 1/2	34	71	20		
					6 1/4	82				
					4 1/4	82	30			
					4 1/4	77				
					6 1/2	85	40		42-52'	Same material as above but predominantly darker grey color. Some thin lenses of whitish grey fine grained sandstone. Material still very highly fractured with slicken sides apparent on some fracture planes.
DS	11/2	18			6 1/2	100				
					5 1/2	85	50		52-57'	Moderately to highly fractured whitish grey fine grained sandstone with some thin irregular streaks of dark grey siltstone.
					6 1/2	100				
								60		

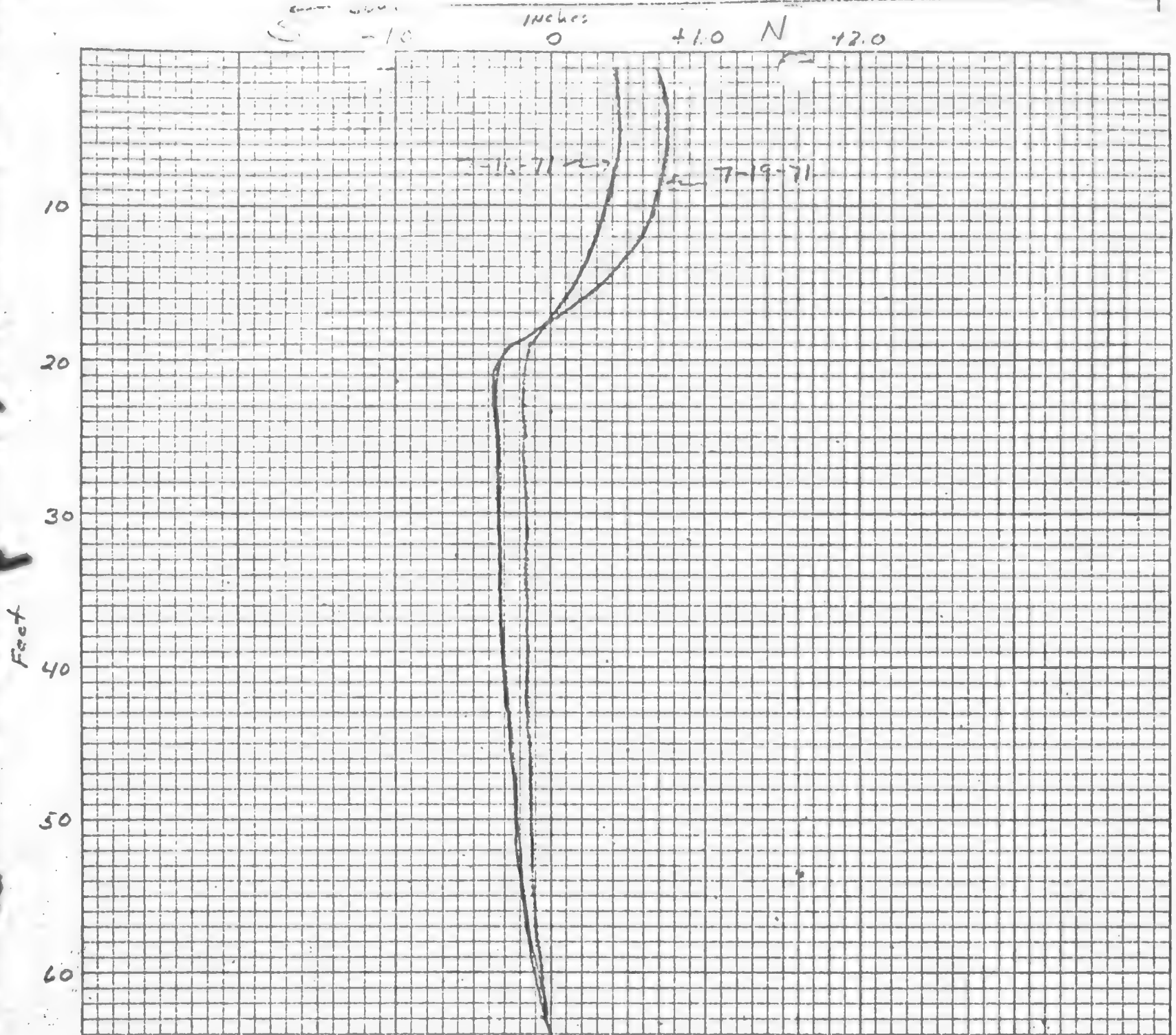
Hole no. 6R

Open state Highway division
SOILS & GEOLOGY EXPLORATION LOG

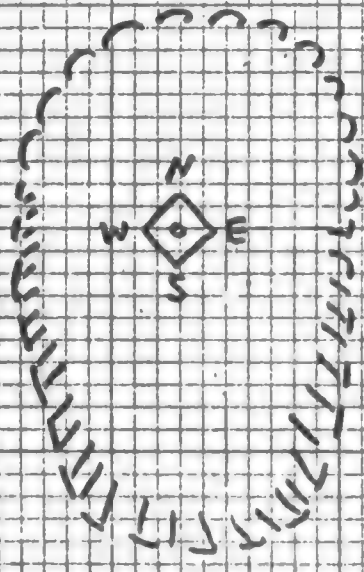
Project Neil Creek Slide County Toddson Hole No. 9-12
 Highway Pacific Sheet 1 of 1
 Location 173' Lt 290+00 Prefix 615-1472-210
 Started 7-13-71 Finished 7-13-71 Angle 120° Logged By R. D. H. H. H.
 Engineer Bill Brown Driller Neil Lehnbach Date 7-13-71
 Purpose of hole Install slope indicator tube Ground Elev 26532
 Drill & sampler type McCarty vertical auger - 8" auger steel

Drive sampler OD	ID	Hammer wt	Fall	DESCRIPTION			
Casing size, depth bit type, size water table % moisture	Foot	Blows	Recovered % Recovery	Depth	Graphic Log	COLOR	TEXTURE: % Gravel, Sand, Fines
						CONSISTENCY	Estimated PI
						Hard - Soft	Samples, type, Depth
						Tough - Brittle	JOINTS, spacing, strength
						Fresh - Weathered	% WATER RETURN
				0-1'			Dry fill material of sandy and silty sand and rock fragments
				1-17'			Very soft saturated material which appears to be fill material similar to above. Started getting some water by 2'. After steel was pulled upon completion of hole, a 6" thick zone of 11" showed mud and water moving into the hole.
				17-32'			Drilling firm up at 17'. Cuttings indicate stiff orange brown silty clay.
				32-46'			Purplish-grey highly weathered sandstone
				40'			W.T. 41 1/2' after steel pulled
				46-66'			Material above grades into dark grey unweathered s.s. stone.
				60'			
							Hole open to 63' & water level at 41 1/2' after steel pulled. Installed 63' of slope indicator tubing.

Hole no. 9R A-20



Orientation of Tube



Neil Creek Slide
 Hole 9-R²
 173' Lt 290+00
 Elev 3654.3 (tip tube)

Oregon state Highway division
SOILS & GEOLOGY EXPLORATION LOG.

Hole No. A

County Jackson

Sheet 1 of 1.

Prefix

Location L 288+65 159' Lt

Started 2-25-71 Finished 3-4-71 Angler per Logged By R.D. HALL Date 3-4-71

Engineer Bill Brown

Driller Tolle

Date _____

Engineer Bill Brown Driller Telle
 Purpose of hole Locate bedrock line for rock inlay foundation Ground Elev 3641.8

Well & sampler type Long core

Drive sampler OD

ID

Hammer wt

Fall

DESCRIPTION

TEXTURE: % Gravel, Sand, Fines

Estimated PI

**COLOR
CONSISTENCY**

Hard - Soft

Tough - Brittle

Fresh - Weathered

Station	Sample	Type	Depth
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
10	10	10	10
11	11	11	11
12	12	12	12
13	13	13	13
14	14	14	14
15	15	15	15
16	16	16	16
17	17	17	17
18	18	18	18
19	19	19	19
20	20	20	20
21	21	21	21
22	22	22	22
23	23	23	23
24	24	24	24
25	25	25	25
26	26	26	26
27	27	27	27
28	28	28	28
29	29	29	29
30	30	30	30
31	31	31	31
32	32	32	32
33	33	33	33
34	34	34	34
35	35	35	35
36	36	36	36
37	37	37	37
38	38	38	38
39	39	39	39
40	40	40	40
41	41	41	41
42	42	42	42
43	43	43	43
44	44	44	44
45	45	45	45
46	46	46	46
47	47	47	47
48	48	48	48
49	49	49	49
50	50	50	50
51	51	51	51
52	52	52	52
53	53	53	53
54	54	54	54
55	55	55	55
56	56	56	56
57	57	57	57
58	58	58	58
59	59	59	59
60	60	60	60
61	61	61	61
62	62	62	62
63	63	63	63
64	64	64	64
65	65	65	65
66	66	66	66
67	67	67	67
68	68	68	68
69	69	69	69
70	70	70	70
71	71	71	71
72	72	72	72
73	73	73	73
74	74	74	74
75	75	75	75
76	76	76	76
77	77	77	77
78	78	78	78
79	79	79	79
80	80	80	80
81	81	81	81
82	82	82	82
83	83	83	83
84	84	84	84
85	85	85	85
86	86	86	86
87	87	87	87
88	88	88	88
89	89	89	89
90	90	90	90
91	91	91	91
92	92	92	92
93	93	93	93
94	94	94	94
95	95	95	95
96	96	96	96
97	97	97	97
98	98	98	98
99	99	99	99
100	100	100	100

JOINTS, spacing, strength

% WATER RETURN

0-17' Fill material

17-22' Appends to be original ground

22-41 - weathered zone and/or possible
slide debris

41-67' Dark grey, fairly massive siltstone

Bottom of Hail

A-23

Oregon state Highway division
SOILS & GEOLOGY EXPLORATION LOG

Project Neil Creek Slide Hole No. B
 Highway _____ County _____ Sheet _____ of _____
 Location L 2.37.56 188° Lt Prefix _____
 Started 3-5-71 Finished 3-10-71 Angler U Logged By _____
 Engineer B. H. Brown Driller T. J. R. Date _____
 Purpose of hole Locate bedrock line for rock lining tunnel Around Elev 26402
 Drill & sampler type _____

Drive sampler OD	ID	Hammer wt	Fall	DESCRIPTION			
Casing size, depth bit type, size water table % moisture	Foot	Blows	Recovered % Recovery	Depth	Graphic Log	COLOR	TEX TURE: % Gravel, Sand, Fines
						CONSISTENCY	Estimated PI
						Hard - Soft	Samples, type, Depth
						Tough - Brittle	JOINTS, spacing, strength
						Fresh - Weathered	% WATER RETURN
						0-12	Fill material.
				10		12'	appeared to hit original ground
						12-16'	weathered overburden
		17.40	75			16-36	Brownish-grey, highly fractured siltstone. Material is slightly weathered, but still moderately hard. Loss of core could have resulted from soft seams or very highly fractured zones
	5.0	3.5	70	20			
	5.0	5.0	100				
	5.0	3.5	70	30			
	5.0	4.0	80				
	5.0	5.0	100	40		36-46	Material has graded into dark grey, unweathered siltstone. Moderately fractured
	5.0	5.0	100			36-41'	massive 41-45' and highly fractured
						45-46'	

On state Highway division
SOILS & GEOLOGY EXPLORATION LOG

Project Nail Creek Slide

Highway Pacific

County Franklin

Hole No. C

Sheet _____ of _____

Location L 289+89 730' Left

Started 3-11-71 Finished Angle next Logged By R. D. Hutton Date

Engineer Bill Brown

Driller Tollc

Date

Engineer Bill Brown None
Purpose of hole Locate bedrock line for rock mlay foundation Ground Elev. 2649'

Drill & sampler type

Drive sampler OD

ID

Hammer wt

Fall

DESCRIPTION

COLOR

TEX TURE: % Gravel, Sand, Fines

Estimated PI

CONSISTENCY

[illegible]

Hard - Soft

JOINTS, spacing, strength

Tough - Brittle

Fresh - Weathered

% WATER RETURN

Graphic Log
To
Fr

6' Fill material and/or slide debris

consisting of yellowish-brown clay and small sandstone lentils.

16-28' very sticky, yellowish brown clay.

Note: Slide moved overnight and sheared off casing at 16'. Had to abandon efforts to drill in this area due to movement of the slide.

Hole no. C

A-25

Open state Highway division
SOILS & GEOLOGY EXPLORATION LOG

SOILS & GEOLOGICAL EXPLORATION

Project Neil Creek Slide Hole No. D
Highway Pacific County Jackson Sheet of
Location 286443 175'4" Prefix
Started 2-16-71 Finished Angle 40° Logged By P.D. Walker Date
Engineer Bill Brown Driller Tolle
Purpose of hole Locate bedrock line for rock relay foundation Ground Elev 2642'
Drill & sampler type Hammer Fall

Drill & sampler type		Drive sampler OD	ID	Hammer wt	Fall	DESCRIPTION					
casing size, depth	bit type, size	water table	% moisture	Foot	Blows	Recovered	% Recovery	Depth	Graphic Log	COLOR CONSISTENCY Hard - Soft Tough - Brittle Fresh - Weathered	TEX TURE: % Gravel, Sand, Fines Estimated PI Samples, type, Depth JOINTS, spacing, strength % WATER RETURN
					30						0-16' Yellow brown clay
DS					1-11 19-32	2.0 1.0	50	10			
					120						16-31' Highly fractured, brownish grey Siltstone
DS					36-40	13	50	20			
					48	30	63				
					60	60	100				
					40	43	80	30			31-41 Dark grey Siltstone
					60	60	100				
					60	60	100	40			

Hold no. 1
A-26

DRILL HOLE LOG

ECT Hell Creek Slide Highway Pacific
 to 293+30 Left 202' C.L. Right Elevation 2681.2 County Jackson
 No. CH-3 Page 1 of 1 Equipment Longyear 53-893 Driller Dale Telle
 ed by R.D. Halter Date 4-10-69

Test*	Percent Recovered	Penetration Test Blow Count		Moisture Content	Shear Strength (TSF) ..	Description of material and pertinent drill information
		Blows/no. inches	Single number indicates N.			
						0-9' Mixture of brown silty sands, sandy silts, and small scattered boulders. This is definitely fill material.
	10	2/6 3/6				
		5/6		8		
	25	2/6 2/6				9-22 1/2' Dark brown silty coarse-grained sand with scattered rock fragments up to 1/2". Estimated 60-70% granular material. * Material appears much wetter than moisture contents indicate.
		3/5		5	17.9*	
	80	1/6 2/6				A fairly soft zone occurs from 12-18'.
		2/6		4	20.1*	
	5	2/6 1/6				
		6/6		10	14.1*	
	0	3/6 3/6				22 1/2-23 1/2' Small boulder.
		6/6		14		23 1/2-33' No sample recovery in this area; but drill action, drill water return, and action of sampler indicate that material in this area is a fairly loose sand.
	0	1/6 5/6				
		7/6		12		
	50	3/6 1/6				
		2/6 12/6		12	25.0	33-46' Siltstone bedrock which is highly weathered from 33-37', becoming less weathered with depth. Core from 41-46' is unweathered.
		22/6				
	50	35/6 10/4		75+		
	80					
	100					

A-28

OREGON STATE HIGHWAY DEPARTMENT
DRILL HOLE LOG

JECT Neil Creek Slide Highway Pacific
Sta 204+50 Left 202 C.L. Right Elevation 2681.5 County Jackson
No. CH-1 Page 1 of 1 Equipment 53-893 Longyear Driller Dale Talla
ed by R.D. Walter Date 4-14-69

Test*	Percent Recovered	Penetration Test Blow Count		Moisture Content	Shear Strength (TSF) ..	Description of material and pertinent drill information
		Blows/no. inches	Single number indicates N.			

OREGON STATE HIGHWAY DEPARTMENT

DRILL HOLE LOG

Heil Creek Slide Highway Pacific
 1+25 Left 1/7' C.L. Right Elevation 2672.6 County Jackson
 Pl 5 Page of Equipment 53-893 Driller Tollo
 R.D. Haller Date 4-17-69

Percent Recovered	Penetration Test Blow Count		Moisture Content	Shear Strength (TS) ..	Description of material and pertinent drill information
	Blows/no. inches	Single number indicates N.			
					0-10' Fill material consisting of mixed silty sands, sandy silts, and some scattered small rock fragments.
0	1/6 3/6				
	2/6	5			
10	2/6 2/6		19.3		10-20' Yellow-brown clayey sands and silty sands representing weathered overburden.
	3/6	5			
20	2/6 4/6		24.3		
	6/6	10			
75	10/1	Refusal			20-30' Hard grey siltstone.
100					
100					

Standard penetration test with split tube sampler (ASTM D-1586-63T). Driven by 140 lb. hammer with 30" drop. "N" is penetration resistance in blows/foot.

Oregon miniature pile penetration test which is a Bridge Department test in gravels. Uses a 5' tapered steel pile tester driven by a 166 lb. hammer with a 72" drop.

Core Sample

Shear strength determined by use of a soiltest torvane. Used only for cohesive soils.

A-30 3/1'

[illegible]

A-31

DRILL HOLE LOG

PROJECT Neil Creek Slide Highway Pacific
 Sta 29+05 Left 94 C.L. Right Elevation 2730.0 County Jackson
 File No. OH 7 Page of Equipment 53-893 Driller Tolle
 Logged by R.D. Walter Date 5-1-69

Depth	Test	Percent Recovered	Penetration Test Blow Count Blows/no. inches Single number indicates N.	Moisture Content	Shear Strength (TSF) ..	Description of material and pertinent drill information
						0-21' Fill material of boulders, silty sands, and decomposed granite. Hit 24" boulder at 7', 40" boulder at 9', and 6" boulder at 20'.
		5	6/6 6/6 8/6 14			
		7	16/6 17/6 17/6 34			
		0	30/3			
		0	6/6 7/6 7/6 14			21-31' Brown silty sands and sandy silts with some small rock fragments.
		5	3/6 3/6 2/3 5			
		1	4/6 7/6 3/6 10			
		0	3/6 3/6 2/6 5			
		50	3/6 6/6 10/6 16			31-44' Brown completely weathered siltstone.
		15	4/6 9/6 11/6 20			
		40	15/6 19/6 19/6 38			
		25	11/6 8/6 24/6 32			
		90	48/6 Refusal			44-54 1/2' Brownish-grey weathered siltstone
		60				
		60				

Note: Lost all drill water return at 6'

- TESTS:
- ☒ = Standard penetration test with split tube sampler (ASTM D-1586-63T). Driven by 140 lb. hammer with 30" drop. "N" is penetration resistance in blows/foot.
 - ☒ = Oregon miniature pile penetration test which is a Bridge Department test in gravels. Uses a 5' tapered steel pile tester driven by a 166 lb. hammer with a 72" drop.
 - ☒ = Core Sample
 - ☐ = Shear strength determined by use of a soiltest torvane. Used only for cohesive soils.

DRILL HOLE LOG

WZCT Hell Creek Slide Highway Pacific
Sta 291+25 Left 50 C.L. Right Elevation 2726.5 County Jackson
File No. CH 8 Page of Equipment 53-893 Driller Tolle
Designed by R.D. Walter Date 5-6-62

[illegible]

Vertical Auger Holes
No. 1 Rock Slide
Pacific Highway
Jackson County

AH 69-1 34' Right L₃ 294+00 Elev. 2743.8 5-1-69

0-2' 2"-0 crushed rock.

2-10' Dry, orange-brown silty sand with some scattered small rock fragments.

10-12' Same as 2-10', except light brownish-grey color.

12-13½' Slightly moist, dark brown silty sand.

13½' Refusal. 0.9' of water accumulated after 3 hours.

2.1' of water accumulated after 24 hours.

3.3' of water accumulated by 5-7-69.

AH 69-2 33' Right L₃ 293+00 Elev. 2738.9 5-1-69

0-3' 2"-0 crushed rock.

3-5½' Light brown silty sand and small rock fragments.

5½-6½' Hard drilling. Probably in sandstone.

6½' Refusal. Dry hole.

AH 69-2a 45' Right L₃ 293+00 Elev. 2738.8 5-2-69

0-3' 2"-0 crushed rock.

3-8½' Dry, reddish-brown sandy silt.

8½-11½' Dry, brown, sandy silt. Some sandstone fragments near bottom.

11½' Refusal. Dry hole.

AH 69-3 59' Right L₃ 292+00 Elev. 2732.3 5-1-69

0-1½' 2"-0 crushed rock.

1½-5' Decomposed granite sand.

5-7' Mixed rock and silty sand fill material.

7-9' Moist, dark reddish-brown clayey silt.

9-19' Completely weathered siltstone.

9-11' orange-brown

11-16' mottled orange-brown and grey

16-19' whitish grey

19-22' Dry decomposed sandstone.

22-24' Hard, medium-grained sandstone.

24' Refusal. Dry hole.

AH 69-4 56' Right L₃ 291+00 Elev. 2721.2 5-2-69

0-9' Fill material of rock fragments and silty sand.

9-13½' Moist, dark brown, silty coarse-grained sand.

13½-16' 2"-0 fragments of garnet schist, Material appears to be crushed rock.

16-28' Very soft and very moist, reddish-brown, clayey silt. Hit a thin layer of 2"-0 hard grey sandstone fragments at 26'.

28-39' Appears to be completely weathered siltstone. Easy drilling to 38' where changes to harder dark grey siltstone.

39' Refusal. Dry hole.

AH 69-5 26' Right L₃ 295+00 Elev. 2749.8 5-2-69

0-2½' 2"-0 crushed rock.

2½-6½' Dry, orange-brown, silty sand.

6½-13' 4"-0 crushed rock, some wood fragments, and one nail. This material represents backfill material and bribbing from an old drain ditch dug by maintenance.

13-15' Hard grey sandstone.

15' Refusal. Dry hole.

Vertical Auger Holes
Near Rock Slide
Pacific Highway
Jackson County

AH 69-6 98' Left L₃ 293+62 Elev. 2725.6 5-5-69

- 0-4' Moist, reddish-brown, sandy silt and rock fragments.
- 4-8' Slightly moist, brown, silty sand and rock fragments.
- 8-21' Slightly moist, yellow brown, silty sand and rock fragments.
- 21-24' Moist dark grey brown silty sand and rock fragments.
- 24-25½' Boulder.
- 25½' Refusal. Dry hole.

AH 69-6a 98' Left L₃ 293+54 Elev. 2725.5 5-5-69

- 0-8' Dry, orange-brown, silty sand and rock fragments.
- 8-20' Slightly moist, orange-brown, silty sand and scattered rock fragments.
- 20-22' Dark brown, slightly moist, silty sand and rock fragments.
- 22-24' Broken rock.
- 24' Refusal. Dry hole.

AH 69-7 70' Left L₃ 295+05 Elev. 2747.7 5-5-69

- 0-8' Moist reddish-brown clayey silt and silty sand with rock fragments.
- 8-9½' Light brown silty sand.
- 9½-10' Very moist, reddish-brown clayey silt.
- 10-16' Slightly moist, greyish-brown silty sand with some wood fragments at 14'±.
- 16-17' Layer of 4"-0 rock fragments.
- 17-22' Slightly moist, greyish-brown silty sand. Soft zone 6" thick at 20'.
- 22' Refusal. Dry hole.

AH 69-8 85' Left L₃ 294+55 Elev. 2739.0 5-5-69

- 0-3' Moist, reddish-brown clayey silt.
- 3-4½' Very moist, reddish-brown clayey silt.
- 4½-6½' Slightly moist, greyish-brown, silty sand.
- 6½-8½' Same as 4½-6½' with small rock fragments.
- 8½-9½' Getting into larger rock fragments.
- 9½-10½' Same as 6½-8½'.
- 10½-11' Boulder.
- 11' Refusal. Dry hole.

AH 69-8a 85' Left L₃ 294+45 Elev. 2736.3 5-5-69

- 0-4' Moist, yellow-brown, silty sand and rock fragments.
- 4-6½' Very moist, reddish-brown, clayey silt.
- 6½-7' Boulder.
- 7-9' Moist, reddish-brown, clayey silt.
- 9-19' Slightly moist, yellow-brown, coarse silty sand.
- 19-22' Brownish-black, silty sand with numerous wood fragments.
- 22-24' Weathered siltstone becoming hard and grey at 24'.
- 24' Refusal. Dry Hole.

DRILL HOLE LOG

South-Ashland Interchange-
Wall Creek

Project _____ Highway Pacific _____ County Jackson _____

File 37-1402-910 Res. Engineer _____ Exploration for Slide _____

Location L 291+90 _____ L 276 C.L. R _____ Elevation -95.0 _____ Hole No. CH 1-66 _____

Logged by R.D. Halter _____ Date begun 4-28-66 _____ Finished 5-2-66 _____ Total Depth 32 1/2' _____

Drilling & Sampling Mobile Drill 61-893 - 2 7/8" tricone and core bits

Equipment 2" split tube sampler - 140 lb./30" drop drive hammer

Drilling and Ground Water Information	% Recovery	No. Blows	% Moisture	Depth	Log	Description of Material
Coned 0-6' by drilling except boulders.				3	boulder	Springs and seepage at toe of slide nearby indicates this material is full of water. Observations around area show this material is a heterogeneous mixture of boulders, rock fragments, sand, and clayey silt.
Give sample 6-8' at 75% of water 8'	3/6 45%	3/6	4/6 16.8	6	boulder	Probable slip Light brown heterogenous mixture of silty sand, sandy silt, & rock fragments.
Give sample 8-10' water back at 10 to 10'	6/6 65%	4/6	7/6 11.0	9	Weathered zone	Same as above but firmer. Some small roots noted.
Give sample 10-12'	9/6 50%	17/6	25/6 13.6	12		Mostly fairly hard greyish brown weathered siltstone. Material is highly fractured.
red 12-15' at 25% of water at 12' and 90% at 15'.	50%			15		Same as above. Material was some- what ground up during coring due to fractured state.
Give sample 15-15 1/2' red 15 1/2-17'	75% 30%	50/6		18		Fairly hard greyish brown siltstone Same as above. Core barrel plugged
red 18-23' at most of at 1-2" se and 22'.	75%			18		
red 23-27 1/2' at 1-2" se and 26'.						
red 27 1/2-32'						

DRILL HOLE LOG

South-Ashland Interchange-
Wall Creek

Project

Highway Pacific

County Jackson

Prefix 37-1402-910

Res. Engineer

Exploration for Slide

2637

Station 1291+90

L 276 C.L. R

Elevation

-95.0

Hole No. CH 1-66

Logged by R.D. Walter

Date begun 4-28-66

Finished 5-2-66

Total Depth 32 1/2'

Drilling & Sampling Mobile Drill 61-893 - 2 7/8" tricone and core bits

Equipment 2" split tube sampler - 140 lb./30" drop drive hammer

Drilling and Ground Water Information	% Recovery	No. Blows	% Moisture	Depth	Log	Description of Material
Triconed 0-6' Easy drilling except for boulders.				3	boulder	Springs and seepage at toe of slide nearby indicates this material is full of water. Observations around area show this material is a heterogeneous mixture of boulders, rock fragments, sand, and clayey silt.
Drive sample 6-8' Lost 75% of water 8'	3/6 45%	3/6	4/6	6	boulder	Probable slip Light brown heterogenous mixture of silty sand, sandy silt, & rock fragments.
Drive sample 8-10' Got water back at 10' Cased to 10'	6/6 65%	4/6	7/6	9	3' weathered zone	Same as above but firmer. Some small roots noted.
Drive sample 10-12'	9/6 50%	17/6	25/6	12		Mostly fairly hard greyish brown weathered siltstone. Material is highly fractured.
Cored 12-15' Lost 25% of water at 12 1/2' and 90% at 15'.	50%			15		Same as above. Material was somewhat ground up during coring due to fractured state.
Drive sample 15-15 1/2' Cored 15 1/2'-17' 4-28-66	75% 30%	50/6		18		Fairly hard greyish brown siltstone. Same as above. Core barrel plugged.
Cased to 18'. Triconed to 18'. Cored 18-23' Got most of water back. Soft 1-2" seams at 20' and 22'.	75%			21		Hard light grey siltstone. Presence of fossil seashells noted. Rock is moderately fractured with no apparent bedding planes. Soft enough to be gouged with screw-driver.
Cored 23-27 1/2'. Soft 1-2" seams at 25' and 26'.	100%			24		This material similar to above, but appeared highly fractured. Plugged core barrel and had to be dug out. Has more of a greyish brown color.
Cores 27 1/2'-32 1/2'	100%			27		Same light grey siltstone as 18-23
				30		
				33		

DRILL HOLE LOG

South Ashland Interchange-
Project Wall Creek Highway Pacific County Jackson

Prefix 37-1402-910 Res. Engineer Exploration for Slide

Station 292+00 L 142 C.L. R Elevation 2680 -54.0 Hole No. CH 2-66

Logged by R.D. Halter Date begun 5-3-66 Finished 5-4-66 Total Depth 41

Drilling & Sampling Mobile Drill 61-895 2 7/8" tricone and core bits

Equipment 2" split tube sampler - 140 lb. 730" drop drive hammer

Drilling and Ground Water Information	% Recovery	No. Blows	% Moisture	Depth	Log	Description of Material
Triconed to 3½'. Lost water at 3½'. Cased to 4½'. Had to use core bit through boulder 4½-6'. Lost water at 6'. Triconed to 8'.				3-6	boulder boulder	This material is a heterogeneous mass representing fill material. Material becomes very wet below 12-16" of crust and drilled soft except for boulders. TD-14 "cat" used to level drill site caused material to quiver and shake. Loss of drill water caused spring in middle of slide area to show an active flow.
Drive sample 8-10'	1/6 2/6 3/6 2/6 0%			9		
Drive sample 10-12'	1/6 3/6 1/6 2/6 25%			12		Coarse grained sand with 10% silt. A few small root, observed.
Drive sample 12-14'	2/6 1/6 1/6 19/6 25%			14		Heterogeneous mixture of sand, clayey silt, and rock fragments
Triconed to 18½'. Cased to 18'. Got water back at 18½'				15-18	boulder boulder boulder	Drilling very soft between boulder. Very soft zone at 18-18½'; could push tricone in this area without rotating. Probable slip plane.
Drive sample 18½-20½'	2/6 9/6 18/6 32/6 90%		16.3%	21	SLIP	Highly weathered sandy silt with occasional weathered rock. Small roots noted. Decrease in moisture visible.
Cased to 20'. 5-3-66 Triconed to 23'. Lost water at 23'.				24		Yellow brown highly weathered silt-stone. Some roots noted in a fracture plane. Material firm enough to core.
Cored 23-25½'	100%			27		Same as above, but no roots. Some light grey coloration in lower portion.
Cored 25½-30½'	90%			30		
Cored 30½-35½'	85%			33		Same as above becoming slightly less weathered in bottom.

ered portion of bedrock
back is Marine silt stones as Hole #1

Drilling and Ground Water Information	% Recover	No. Blows	% Moisture	Depth	Log	Description of Material
Triconed to 3½'. Lost water at 3½'. Cased to 4½'. Had to use core bit through boulder 4½-6'. Lost water at 6'. Triconed to 8'.			26.5	3 6	boulder boulder	This material is a heterogeneous mass representing fill material. Material becomes very wet below 12-16" of crust and drilled soft except for boulders. TD-14 "cat" used to level drill site caused material to quiver and shake. Loss of drill water caused spring in middle of slide area to show an active flow..
Drive sample 8-10'	1/6 0%	2/6	3/6	2/6	9	
Drive sample 10-12'	1/6 25%	3/6	1/6	2/6	12	Coarse grained sand with 10% silt. A few small root, observed.
Drive sample 12-14'	2/6 25%	1/6	1/6	19/6	12	Heterogeneous mixture of sand, clayey silt, and rock fragments
Triconed to 18½'. Cased to 18'. Got water back at 18½'				15 18	boulder boulder boulder	Drilling very soft between boulder. Very soft zone at 18-18½'; could push tricone in this area without rotating. Probable slip plane.
Drive sample 18½-20½'	2/6	9/6	18/6	32/6	21	Highly weathered sandy silt with occasional weathered rock. Small roots noted. Decrease in moisture visible.
Cased to 20'. 5-3-66	90%		16.3%		21	
Triconed to 23'. Lost water at 23'.					21	
Cored 23-25½'	100%				24	Yellow brown highly weathered silt-stone. Some roots noted in a fracture plane. Material firm enough to core.
Cased to 25'.					24	
Cored 25½-30½'	90%				27	Same as above, but no roots. Some light grey coloration in lower portion.
Cored 30½-35½'	85%				30	Same as above becoming slightly less weathered in bottom.
0-3' Mo 3-24' Dry 21-18' Se					33	
Cored 35½-37½'	80%				36	Dark brownish-grey weathered shale. Material plugged core barrel and had to be dug out.
Cored 37½-41'	75%				37	Similar to above with some zones of fairly hard highly fractured siltstone
Note: * indicates material too wet to run. Speedy Moisture test				42		

Weathered portion of bedrock is Marine siltstones as Hole #1

Vortical Auger Holes
 Mill Creek Slide
 Pacific Highway
 Jackson County

AH 15 202' Left L 295+00 Elev. 2668.4 12-13-61
 0-3' Moist reddish-brown clay and decomposed brown granite.
 3-21' Dry decomposed brown granite and soft brown rock. Drill rate 2'/minute.
 21-25' Dry grey shale and soft grey rock.
 25-38' Same material but getting harder. Drill rate 6"/minute.
 38' Quit due to hard rock.

AH 16 212' Left L 294+00 Elev. 2671.6 12-12-61
 0-4' Moist brown clay and decomposed granite.
 4-14' Dry decomposed brown granite.
 14-25' Dry brown decomposed granite and hard brown rock. Drill rate 2'/minute.
 25-34' Hard brown rock. Drill rate 6"/minute.
 34' Refusal.

AH 17 230' Left L 292+50 Elev. 2651.2 12-12-61
 0-4' Moist brown clay and small fractured rock.
 4-6' Dry brown clay and soft brown rock.
 6-21' Dry decomposed brown granite and soft brown rock. Drill rate 2'/minute.
 21-26' Brown rock and dry shale. Drill rate 1'/minute.
 26-29' Hard brown rock. Drill rate 1'/30 minutes.
 29' Refusal

AH 18 180' Left L 290+32 Elev. 2651.3 12-13-61
 0-4' Moist brown clay.
 4-18' Dry brown clay and decomposed brown granite.
 18-50' Dry soft brown rock and brown clay. Drill rate 2'/minute. — 260'
 50-53' Dry grey clay and soft grey rock.
 53-55' Wet grey-blue clay and small grey rock. Hit water at this depth.
 55-58' Dry grey clay and small grey rock.
 58' Refusal. Water standing at 35' after 12 hour period.

AH 19 152' Left L 290+38 Elev. 2656.6 12-14-61
 0-3' Moist brown clay and small rock.
 3-9' Dry brown clay, no rock in this material.
 9-42' Soft brown rock with a little dry brown clay. Drill rate 2'/minute.
 42-44' Dry grey clay and hard grey rock. Drill rate 6"/minute. — 264'
 44-46' Getting a little wet grey clay and small grey rock.
 46-48' Dry hard grey clay and grey rock.
 48' Refusal. Water standing at 41' after pulling steel.

AH 20 241' Left L 290+50 Elev. 2634.6 12-15-61
 0-3' Moist brown clay and small rock.
 3-24' Dry brown clay with very little rock. — no gray clay
 24-48' Soft brown rock and dry brown clay. Drill rate 2'/minute.
 48-51' Dry brown clay and hard brown rock.
 51' Refusal.

Note: These holes were drilled during location.

CRACKS IN ROADWAY

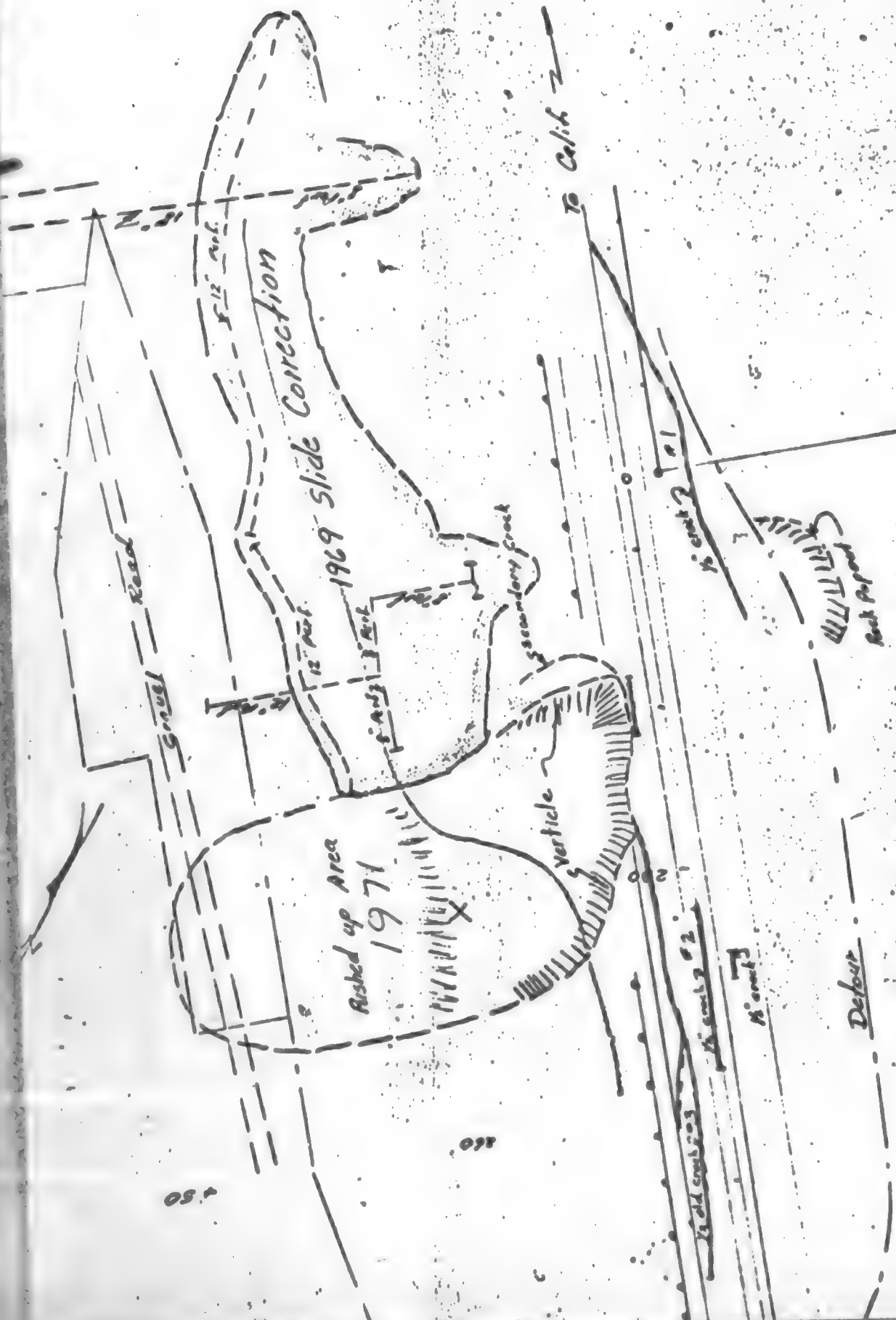
OREGON STATE HIGHWAY DIV
PACIFIC HIGHWAY
JACKSON COUNTY

Sketch map showing Neil Creek Slide

Scale: 1" = 100'

Feb 10, 1971

B.E. Brown, Res. Engr.



292 + 45.87 RO.P (20' R.V.)
"58" 292 + 45.87 R.S.

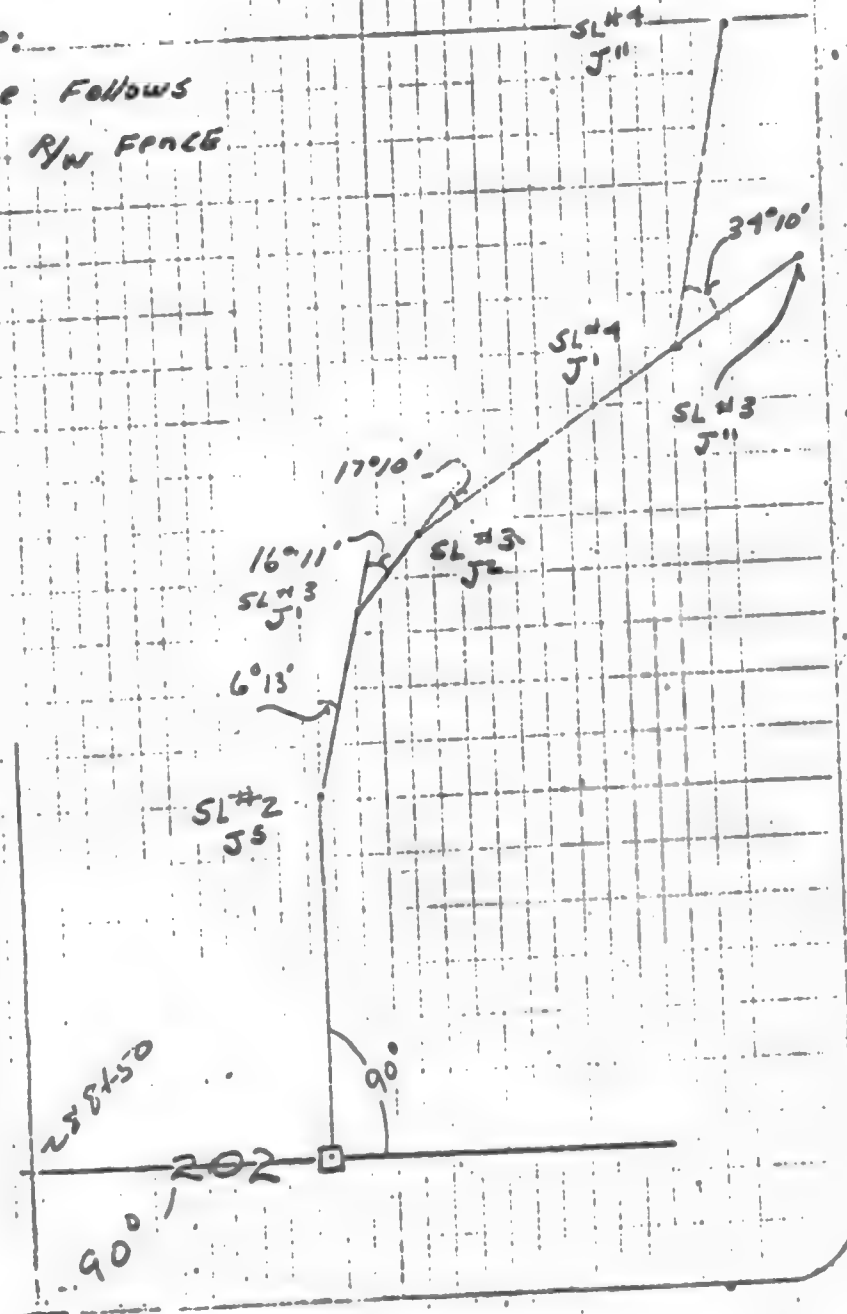
Seismic Profiles Neil Creek Slide Pacific Highway Jackson County July 1, 1971

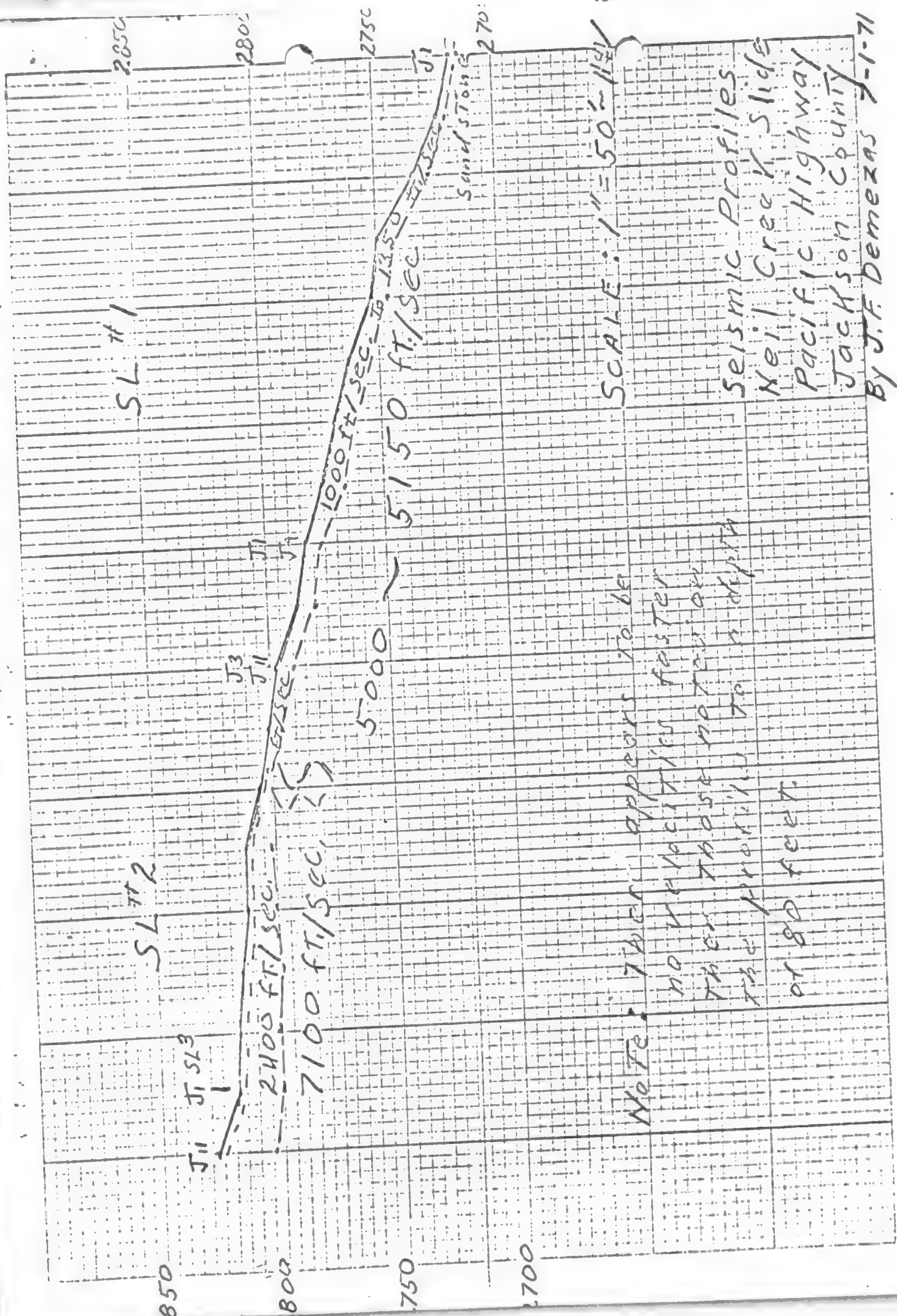
OREGON STATE HIGHWAY DEPARTMENT
TRANSIT SHEET

Seismographic Line

Note:

Line Follows
Near R/W Fence



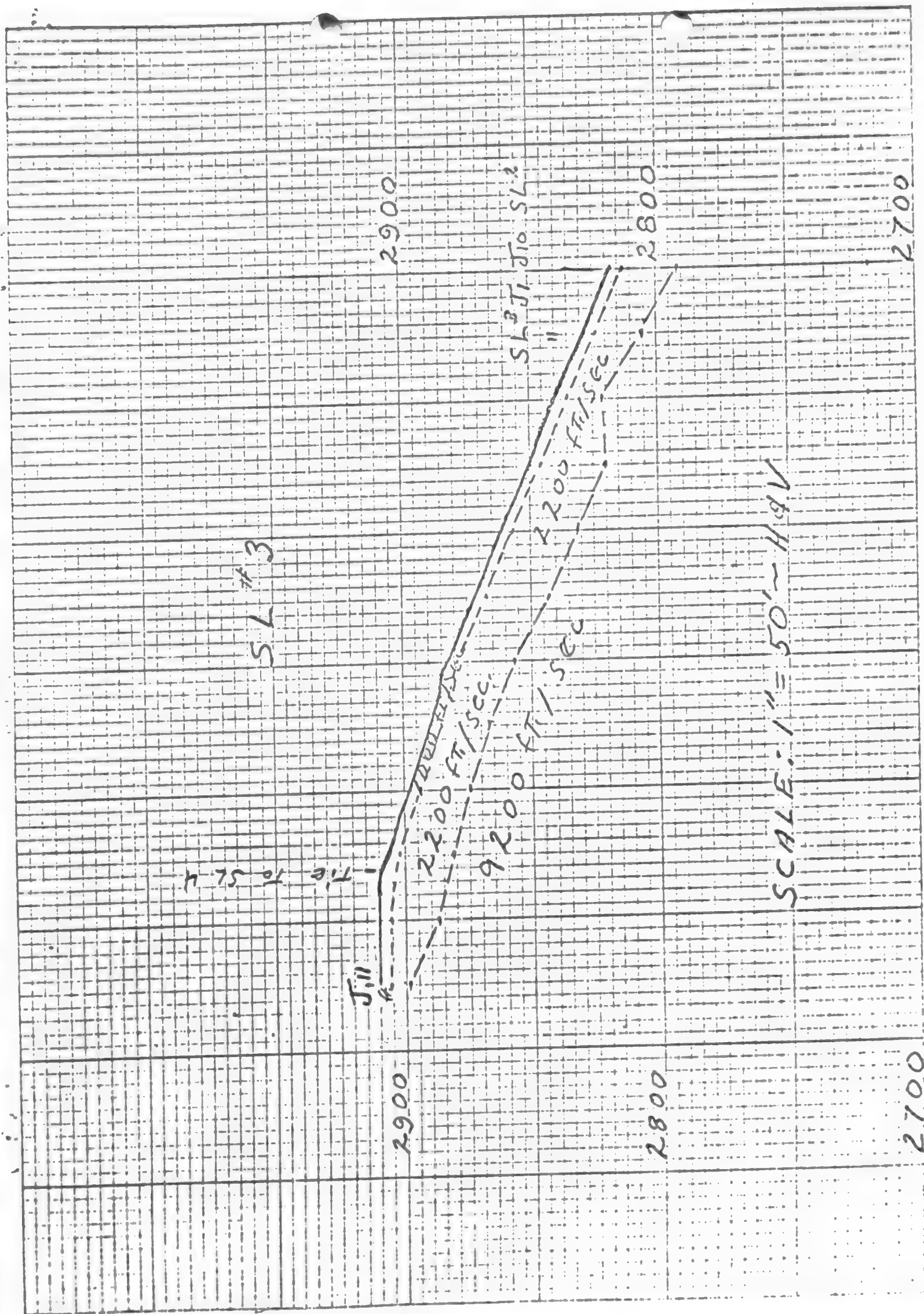


Note: These appears to be
no velocities faster
than these no than
the profile to
or 80 feet.

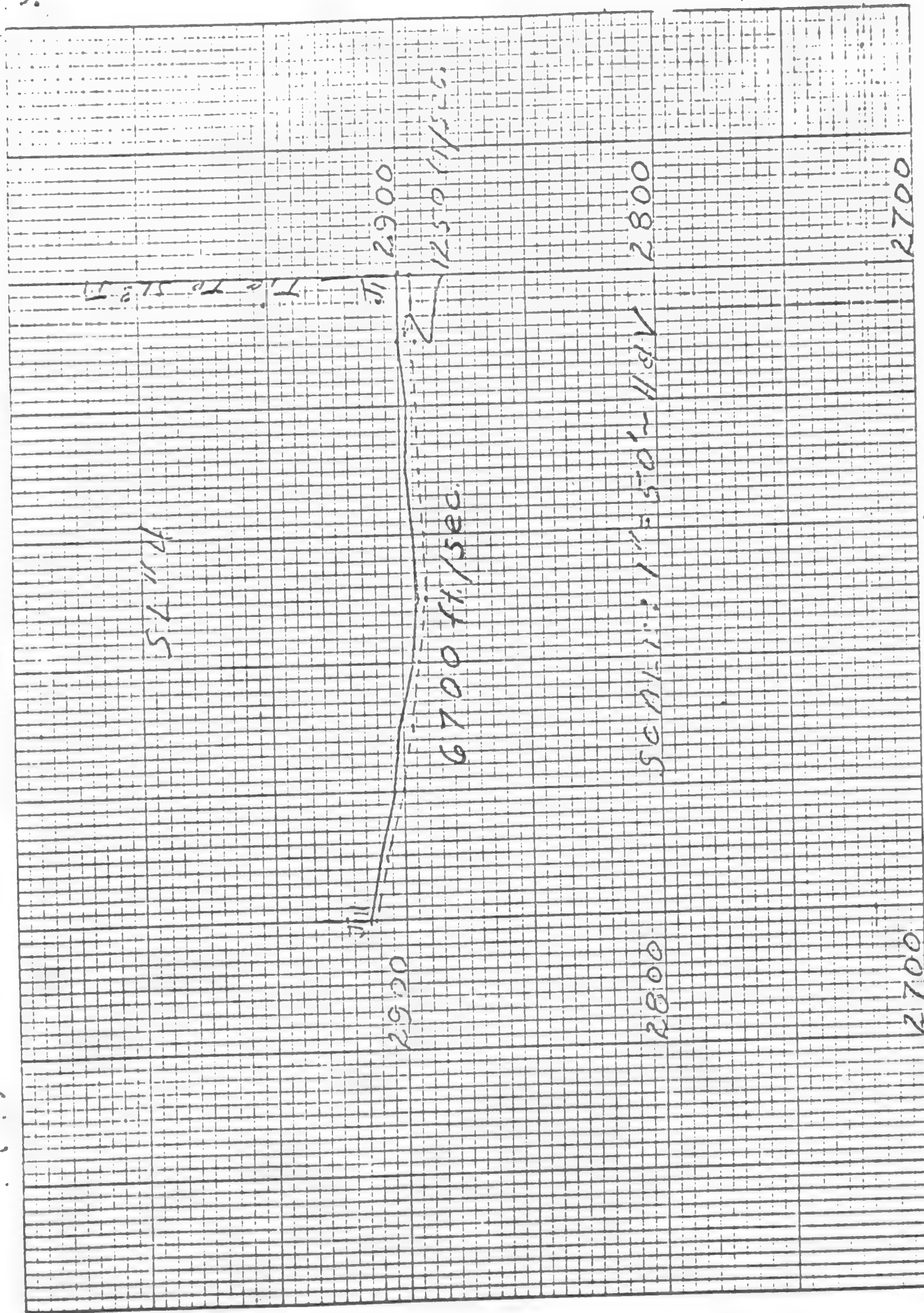
Seismic Profiles
Neil Creek Slide
Pacific Highway
Jackson County
By J.F. Demezas 7-1-71

GRAPHIC

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CHARTING



Oregon state Highway division
SOILS & GEOLOGY EXPLORATION LOG

Project Neil Creek Slide County Jackson Hole No. 7-12
Highway P-1 Shoot 1 of 4
Location 2.51 Rt Sta 294+11 Prefix 610-1492-910
Started 7-9-71 Finished 7-21-71 Angled 1 Logged By R.D. Hines
Engineer P. J. Jones Driller W. L. Leback Date _____
Purpose of hole Slip design Ground Elev 28672
Drill & sampler type 43 inch line Logger 53-800

Drive sampler OD ID Hammer wt Fall
Casing size, depth
Bit type, size
Water table
% moisture
Foot Blows
Recovered
% Recovery
Depth
Graphic Log
COLOR
CONSISTENCY
Hard - Soft
Tough - Brittle
Fresh - Weathered
DESCRIPTION
TEXTURE: % Gravel, Sand, Fines
Estimated PI
Samples, type, Depth
JOINTS, spacing, strength
% WATER RETURN

0-4' overburden of mixed sandy silt soil and weathered sandstone fragments.
4-11' Brown highly weathered sandstone ranging from fine to coarse grained.
11'-24 1/2' Hard, dense fine grained sandstone. Coloration is even except for some brown stain along fractures. Rock is essentially massive with only bedding features being minute streaks of siltstone and gradational changes of grain size.
34 1/2'-35' Lense of brown weathered siltstone. Fractures appear to approximate bedding planes which dip 25°.
35-40 1/2' Continuation of same sandstone as 11-34 1/2' except showing gradational change to medium grained.
40 1/2'-43 1/2' Highly weathered and fractured zone of brown crumbly coarse grained sandstone. Lost 22' of core.
43 1/2'-53' Medium grained sandstone similar to that in 40 1/2' grading downward into whitish, coarse grained sandstone. In area of 49-53' sandstone appears to be pebbly in appearance.
53-67' Whitish medium to coarse grained sandstone or partially decomposed gray siltstone. Material is relatively firm but has tendency to crumble. Similar material exposed in cut slope weathers to a coarse grained sand.

Shoot 2 of 4

County Jackson

Prefix 610-1492-910

Highway Pacific

Highway 251
Location 251st St

Employed Logged By R. D. H. H. H.

Location 7-31-71
Started 7-9-71 Finished 7-21-71
Day

Driller Nick Lebach

Dato

Ground Elev 28473

Engineer P. J. ...

Purpose of hole shore design
Drill & sampler type HQ wireline Longer 53-993
Hornor wt Fall

Drive sampler OD

ID

Hammer wt

Fall

DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
...	...	...	...	...

TEXTURE: % Gravel, Sand, Fines

Estimated PI

Estimated 11
Samples, type, Depth

JOINTS, spacing, strength

JOINTS, SPACERS
& WATER RETURN

COLOR

CONSISTENCY

Hard - Soft

Tough - Brittle
Fresh - Weathered

casing size, depth
 bit type, size
 water

size, depth,
bit type, size
water table

[illegible]

type, σ	water table	% moisture	For
----------------	-------------	------------	-----

Foot Blows

Blows	Sampled	Recovered	% Recn
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
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100			

Sample	Recovered	% Recovered	Dev
1	100	100	0.00
2	100	100	0.00
3	100	100	0.00
4	100	100	0.00
5	100	100	0.00
6	100	100	0.00
7	100	100	0.00
8	100	100	0.00
9	100	100	0.00
10	100	100	0.00
11	100	100	0.00
12	100	100	0.00
13	100	100	0.00
14	100	100	0.00
15	100	100	0.00
16	100	100	0.00
17	100	100	0.00
18	100	100	0.00
19	100	100	0.00
20	100	100	0.00
21	100	100	0.00
22	100	100	0.00
23	100	100	0.00
24	100	100	0.00
25	100	100	0.00
26	100	100	0.00
27	100	100	0.00
28	100	100	0.00
29	100	100	0.00
30	100	100	0.00
31	100	100	0.00
32	100	100	0.00
33	100	100	0.00
34	100	100	0.00
35	100	100	0.00
36	100	100	0.00
37	100	100	0.00
38	100	100	0.00
39	100	100	0.00
40	100	100	0.00
41	100	100	0.00
42	100	100	0.00
43	100	100	0.00
44	100	100	0.00
45	100	100	0.00
46	100	100	0.00
47	100	100	0.00
48	100	100	0.00
49	100	100	0.00
50	100	100	0.00
51	100	100	0.00
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55	100	100	0.00
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60	100	100	0.00
61	100	100	0.00
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65	100	100	0.00
66	100	100	0.00
67	100	100	0.00
68	100	100	0.00
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70	100	100	0.00
71	100	100	0.00
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73	100	100	0.00
74	100	100	0.00
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76	100	100	0.00
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78	100	100	0.00
79	100	100	0.00
80	100	100	0.00
81	100	100	0.00
82	100	100	0.00
83	100	100	0.00
84	100	100	0.00
85	100	100	0.00
86	100	100	0.00
87	100	100	0.00
88	100	100	0.00
89	100	100	0.00
90	100	100	0.00
91	100	100	0.00
92	100	100	0.00
93	100	100	0.00
94	100	100	0.00
95			

Depth

Graphic Logo

LOG	COLOR	CONSISTENCY
		Hard - Soft
		Tough - Brittle
		Fresh - Weathered

87-113 whitish gray, medium-grained granitic rock. Rock appears basically hard, except for slight crumbly nature in highly fractured zones at 104'±-107' and 109-110'±. The rock appears to be altered with feldspars having a chalky white opaque appearance.

Position of hole

Note: sheets 3 and 4 show diagram of fractures in cere.

Oregon state Highway division
SOILS & GEOLOGY EXPLORATION LOG

Project Neil Creek Slide County Tacoma Hole No. 7-R6
 Highway Pacific Sheet 3 of 4
 Location 251' PI Sta 2+00.71 Prefix 610-1492-910
 Started _____ Finished _____ Angle _____ Logged By R.D. Hadden
 Engineer _____ Driller _____ Date _____
 Purpose of hole Sheet 3 & 4 are a diagram of fractures in core from hole 7-R6 Ground Elev _____
 Drill & sampler type _____

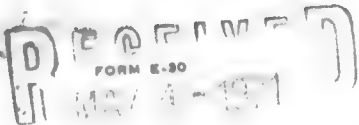
Drive sampler OD	ID	Hammer wt	Fall	DESCRIPTION
casing size, depth	bit type, size	water table	% moisture	Foot Blows
Recovered	% Recovery	Depth	Graphic Log	COLOR
				CONSISTENCY
				Hard - Soft
				Tough - Brittle
				Fresh - Weathered
				Estimated PI
				Samples, type, Depth
				JOINTS, spacing, strength
				% WATER RETURN
				4-11' Highly weathered material with diagonal fractures occurring every 6" or less
				11 1/4 - 11 1/2' Diagonal fracture
				12 1/4' Diagonal fracture
				13' Diagonal fracture
				14 1/2 - 15' High angle and vertical fractures
				18 - 18 1/2' High angle fracture
				20 1/2' High angle fracture
				22 1/2 - 25' Near vertical fracture
				29 - 32' Near vertical fracture
				34 - 34 1/2' weathered, siltstone seam with diagonal fractures 1/2 - 1/4" apart
				36 - 36 1/4' Two diagonal fractures
				38' Diagonal fracture
				38 1/4' Diagonal fracture
				39 1/4' Diagonal fracture
				40 - 43 1/2' Highly weathered and fractured zone where 37% core loss occurred
				44 1/2 - 45' High angle fracture
				47 1/2 - 49' Diagonal fractures 2-4" apart
				49 - 50' Four diagonal fractures
				52 1/2' Diagonal fracture
				54 1/2' Two inch wide fracture zone
				58 1/2' Two diagonal fractures 1" apart
				64 1/2' High angle fracture zone 3" wide

Oregon state Highway division											
SOILS & GEOLOGY EXPLORATION LOG											
Project <u>Neil Creek Slide</u>					Hole No. <u>7-P-6</u>						
Highway <u>Passage</u>					County <u>Jackson</u>						
Location <u>251' R - Sta 290+71</u>					Prefix <u>610-1492-70</u>						
Started _____					Finished _____						
Driller _____					Logged By <u>R. D. Haddock</u>						
Engineer _____					Date _____						
Purpose of hole <u>Shedule 2 drill core in diagram of fractures</u>											
Drill & sampler type _____											
Ground Elev _____											
Drive sampler OD	ID	Hammer wt	Fall	DESCRIPTION							
Casing size, depth	Bit type, size	Water table	% moisture	Foot	Blows	Recovered	% Recovery	Depth	Graphic Log	COLOR	TEXTURE: % Gravel, Sand, Fines
										CONSISTENCY	Estimated PI
									Hard - Soft	Samples, type, Depth	
									Tough - Brittle	JOINTS, spacing, strength	
									Fresh - Weathered	% WATER RETURN	
								71'	Thin highly fractured zone		
								72'	Diagonal fracture		
								74'	Diagonal fracture		
								81-82 1/2'	Highly fractured zone		
								85 1/2'	Diagonal fracture		
								86'	Diagonal fracture		
								92'	Diagonal fracture		
								97'	Diagonal fracture		
								104 1/2' - 107'	Highly fractured zone with high angle to vertical fractures		
								109 - 110 1/2'	Highly fractured zone with high angle to vertical fractures		
								Bottom			
Note: The core shows other breaks, but these are interpreted as caused handling of the core rather than natural fractures.											

Oregon state Highway division
SOILS & GEOLOGY EXPLORATION LOG

Project Neil Creek Slide County Jackson Hole No. Q-R
 Highway Pacific Prefix 610-1497-910
 Location 265 Rt Sta 798+60 Logged By R. D. Holden
 Started _____ Finished _____ Angle _____ Date _____
 Engineer _____ Driller _____
 Purpose of hole Sheets 344 are a diagram of fractures in core from Hole B-R Ground Elev _____

Drive sampler OD		ID	Hammer wt		Fall	DESCRIPTION			
casing size, depth						TEXTURE: % Gravel, Sand, Fines			
bit type, size						Estimated PI			
water table						Samples, type, Depth			
% moisture						JOINTS, spacing, strength			
Foot	Blows		Recovered	% Recovery	Depth	Graphic Log	COLOR		
							CONSISTENCY		
							Hard - Soft		
							Tough - Brittle		
							Fresh - Weathered		
							% WATER RETURN		



OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1971

FOR FILE
EIS -
I - (11) 10
76 76

SUBJECT: R/W Request
Neil Creek Slide
M.P. 308.8
Pacific Highway, I-5
(R/W 34891 & 39979)

To:

A. E. Johnson
Asst. State Highway Engineer

B u i l d i n g

The new activity at the Neil Creek Slide has slumped 10 to 12 ft. of material over the private road of Mr. Ivan Farmer.

The slide material has made a slight encroachment on the property of Jerry S. Farmer (son).

Attempts have been made to re-establish the roadway, but the wet material keeps thwarting our effort. To load and haul this soupy toe material out would aggravate the slump and magnify the vertical displacement at the edge of I-5.

We propose to build an access road to accommodate Mr. Farmer (see sketch).

This is a request to purchase additional slide control easement outlined on the attached sketch. The urgency of the need also dictates a Permit of Entry be negotiated at once to be followed by the formal purchase.

State Forces will construct the roadway. It is proposed that the new roadway route remain as a permanent road.

Your approval is recommended.

Robert N. Bothman
Maintenance Engineer

By

Carl M. Williams
Carl M. Williams
Maintenance Operations Engineer

4-23-71
Approved
[Signature]
Asst. State Hwy. Engr.

orig. to Bothman
4-26-71

CMW:mp
Attach.

290+00 - Culv. - 320'
Inst. 18" Culv. 136 C.Y.
Trench Exc. 16, 852 C.Y.
Gen. Exc. 16, 852 C.Y.

Proposed Access Rd.

PERMANENT EASEMENT

Jerly S. Farnham
1167 Hollister Ave.
Oresto, Cal.
Ph. 805-967-0498

To Former Residence

Existing Perm. Easement

EXISTING R/W2

Pushed up Area

Proposed Trench 15' Bot.
12" Perf. Dr.

Vertical

I-5 N.B. To Ashland.

I-5 S.B. To Colton

15 February 1971

To Whom it May Concern

I hereby authorize Mr. Ivan W. Farmer to act in my behalf in any and all matters concerning access rights and road construction over and through my property located in Township 39, Range 2 East, Section 31, State of Oregon.

His decisions and directives are to be considered my decisions and directives in such matters.


Jerry S. Farmer

X

150000
100000
50000
0
50000
100000
150000
(Feet North)

← Ashland

I-5

I-5 Collt.

260'

+50

+50

Perm. Eas. - 5100' Controls
2050' & 2100' R/W 200' 200'
67-00115, 00116
39979

340391
2.15 Ac

①

60'

+25

100'

0.77 Ac.

+45.87

100'

280'

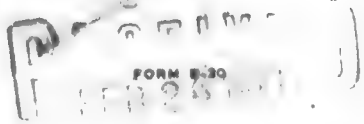
①

②

Dead End 20546
541-475

200'

45.47 EOL (20' Rt.) =
45.07 EOL



FOR FILING

EPS-I-5-11(1) 110

7476

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 23, 1971

MAINTENANCE ENGINEER				
RECEIVED				
FEB 23 1971				
☐ ME	☐ AME	☐ AME	☐ OE	☐ AG
☐ BME	☐ BS	☐ AA	☐ FILE	☐ TA

SUBJECT:

Neil Creek Slide

NOTED

A. E. JOHNSON

To:

MEMO TO FILE

*This report covers
work on or about Feb 10*

Apparently the second slide correction approximately two years ago on the Neil Creek Slide included work over the original correction in addition to the work south of the correction.

What has happened, the pressure has now released itself by sliding on the north side of the first two corrections which actually overlap at their north limits.

The last correction involved a trench dug 15' deep and 20' wide at the bottom, with a 1:1 back slope on the downhill side and a random backslope on the fill slide, said trench lying on a solid rock or slip plain.

To the north we get a slight ridge which probably affected the slip plain and then further north we go into another tall draw. I would suspect that the slip plain would drop into a deeper elevation, and if this would be the case, it might be very difficult to get the trench into this area although certainly possible, that being if you had to go say 30' deep you might end up with digging the whole freeway out in order to get that trench in. Actually, the present fill slide is in a section that appears to be between the correction and what might be a slight ridge line. At least on down the slope there is that indication, and it might be possible to correct only this small portion. This would probably entail a correction in the neighborhood of \$200,000.

A correction to continue from this point down through the next drainage area and tie in to the OG at the rest area would probably be in the neighborhood of \$500,000.

There was a cut slide during construction which was considerable trouble. It had to be gutted out between the present fill slide and the rest area on the west side of the freeway. It has not moved since construction.

A rough cross section of this slide would start right at the lane line for northbound traffic, drop down about 5' and then run out to the edge of the shoulder at about 20' and then drop down 15' and then out another 20', then down another 50' which would get you through a leveling type area which would probably extend for another 90' or clear to the frontage road. The entire slide area is approximately 100' across and perhaps as much as 150'.

MEMO TO FILE

- 2 -

February 23, 1971

The slide slipped out and covered the frontage road with approximately 3,000 yds. of material. Then the supplementary slide with about 2,000-3,000 yds. slipped down and was held by the first material. This is called the leveling area noted above.

The pavement is broken on the south at approximately the same location as two years ago, that being approximately 250 to 300' south of the slide. The break in the pavement extends across all four lanes and runs at about a 45° angle across the pavement extending in a northwesterly direction. This drop is minor.

Lined out George Thornton as follows (February 10). He will start tomorrow morning hauling material from the quarry at the summit which is about a seven mile haul and backfill approximately 400-500 yds. into the upper portion of this slide, hoping that there is adequate material slipped down which will hold this additional material. He will then supplement this operation by Friday morning with four 10 yd. dump trucks and the large loader, starting Thursday morning with a small loader and the small trucks. A dozer will be used, which is on the site, to develop a shelf on which to build the material.

It is anticipated that we may have to dump another 1,500 yds. of material in order to hold this upper portion. I am gambling that the material which has slid will hold the toe of the entire slide, this slide being of mammoth size and not the localized slide which is affected by the additional material we are dumping.

The second alternative, if we do obtain movement at the toe, will be to pull the guardrail and shift approximately 20 to 30' to the west and utilize the detour used three years ago in order to maintain four lanes of traffic. This could be done without too much work. It would require a nominal amount of work on the south due to the saw-tooth sections.

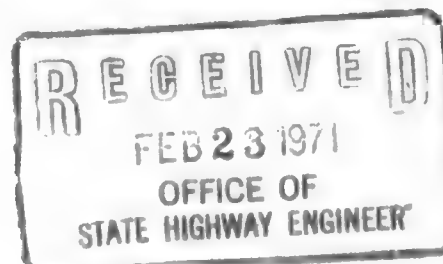
Permanent signing is being placed today by the sign crews (February 10) utilizing the same plan as two years ago. The electrical crew will start tomorrow morning to take in permanent lighting in the form of about six luminaires, three at each end, to light the area for traffic.

Bothman
mp

Robert N. Bothman
Maintenance Engineer

RNB:mp

cc: A. E. Johnson ✓



Memorandum

DATE: July 28, 1969.

In reply refer to: 08-35-DB

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1()009, Neil Creek Slide
Participation in Costs of Slide Correction

Your June 11, 1969 letter requested Interstate fund participation in slide correction work at the Neil Creek slide.

The following additional information has been requested to aid in the evaluation of your request.

1. A detailed analysis of the proposed work which shows appropriate soil parameters, ground water levels, and depth to failure plane. *A-4, A-10, A-28, A-37, A-20*
Some definite means of locating the sheared zone is necessary, such as inclinometer data, or clearly defined slickensides within extracted soil and rock samples. The failure depth is most important since the forces involved will determine the sizing of the rock buttress. *slope indicators shown A10, A-28, A-37 A-4 A-5*
2. A comparison between original design and existing failure correction showing basis for change in design condition. *2nd paragraph pag. 3*
3. A general discussion of construction methods used in the fill placement; viz., step benching into old ground, drainage methods, etc. *A-2 A-41*

Because of the urgency of getting a decision in this matter we have been in contact with Mr. G. L. Decker and advised him of the needed additional information.

work to be done
as state job -

7-31-68

Routing		You	
Morgan	_____	Pease	_____
Decker	_____	By Ass	_____
Bond	_____	Scan	_____
Walker	_____	G	_____
Boehme	_____	Litchfield	_____
Johnsen	_____	Guliegher	_____
	_____	Ston	_____

RECEIVED
JUL 31 1966
CONSTRUCTION
DIVISION

RECEIVED
JUL 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

EHS-1-80N-2 Sandy R.-Multnomah Falls Sec. '71
(50)16 of Col. R. Hwy., E. of Ftld. (Fav.
#7677 grad., guard rail & sign.)

7677

J

FORM E-1 (REV 10-69) OREGON STATE HIGHWAY DIVISION FIELD ENGINEER'S WEEKLY REPORT FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION		SECTION Sandy River-Multnomah Falls	WEEK ENDING Dec. 1, 1973				
		HIGHWAY Columbia River	SECTION PREFIX 626-1055				
		COUNTY Multnomah					
NAME OF JOB Sandy River-Multnomah Falls		KIND OF WORK Grading, Paving, Guardrail and Signing					
CONTRACTOR J.C. Compton Co.		CONTRACT NUMBER 7677	FEDERAL AID PROJECT NUMBER FHS-1-80N-2(50)16				
DATE OF CONTRACT Dec. 21, 1971		DATE WORK STARTED March 2, 1972	ESTIMATED COMPLETION DATE				
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0		SPECIFIED WORK DAYS 475	WORK DAYS USED 458				
		SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED				
		SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 97				
PROJECT AUTHORIZATION: 4,297,257.63		ENGINEERING AUTHORIZATION: 307,256.72	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100				
EXCLUSIVE OF ENGINEERING: 3,990,000.41		ENGINEERING COST TO DATE: 295,742.26	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97				
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 3,687,050.28		PERCENT OF AUTHORIZATION: 96%	DATE PROJECT WAS COMPLETED: Oct, 6, 1973				
ESTIMATED PERCENT: 7.6							
ESTIMATED PERCENT COMPLETE (ROADWORK)							
CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			
		GRADING		SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
		13.4		13.4		13.4	13.4
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED		13.4		13.4		13.4	13.4
TOTAL ESTIMATED QUANTITIES (CONTRACT)		374,000 CY		77,600 T		110 T	128,000 T
TOTAL QUANTITIES CORRECTED TO DATE		256,858		63,232		63.29	125,922
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							
EQUIPMENT USED DURING THE WEEK:							
ESTIMATED PERCENT COMPLETE (STRUCTURES)							
BRIDGE NO.							
PERCENT							
	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY			
SUNDAY				Project Completed			
MONDAY							
TUESDAY							
WEDNESDAY							
THURSDAY							
FRIDAY							
SATURDAY							

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contract completed.
Working on Semi-final and Test Result Summary.

SIGNED Ray W. Ryle LOCATION Troutdale

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION			
Wash DC (HHO-32) OSHD (Coulter)		FINAL ACCEPTANCE REPORT	
REGION NO. 10	REPORT NO. 18	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 7-15-74	REPORT MADE BY W. N. Bryant, Area Engr		PROJECT NO. EHS-I-80N-2(50)16
COMPLETION DATE 10-6-73	ACCEPTANCE DATE BY CONTRACT AGENCY January 22, 1974	TIME ELAPSED 92 %	CONTRACT TIME 475 CWD
APPROVED EXTENSIONS None	LOCATION: Project is located between Sandy River and Multnomah Falls on the Columbia River Highway		
*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. *A copy of the State's materials certificate is attached to the Division office copy of this report. x There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.			
REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work. COPY SENT <u>SANDY RIVER-MULTNOMAH FALLS SECTION</u> <u>COLUMBIA RIVER HIGHWAY</u> <u>Grading, Paving, Guardrail, and Signing</u> JUL 15 1974 Washington Work completed under this project included slope flattening, construction of asphalt concrete pavement overlay with aggregate shoulders, removal and reconstruction of guardrail and median barrier, and other incidental work necessary to meet current safety standards. All work was completed on 10-6-73 in reasonably close conformance with approval plans and specifications at a final estimated cost of \$3,667,335 (approximately 7% below the authorized amount of \$3,990,000). All overruns and underruns have been explained in a satisfactory manner. Final acceptance of the project is recommended.			
RECEIVED JUL 16 1974 7-16-74 ey Coult Office of Assistant State Highway Engineer NOTED H.S. COULTER			
*NOTE: Not applicable for direct federal projects.			
ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer		SIGNATURE E. J. Valach	
TITLE Area Engineer	DATE 7-15-74	TITLE District Engineer	DATE 7-15-74

7677 -

5

January 30, 1974

The Travelers Indemnity Co.
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

Gentlemen:

On January 24, 1974, we wrote to you concerning release of final payment on Contract No. 7677 awarded to J. C. Compton Co. for work on the Sandy River-Multnomah Falls Section of the Columbia River Highway in Multnomah County.

The total contract amount is \$3,647,924.66 including \$60,722.39 for work performed under force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

TV
cc J. C. Compton Co.
P.O. Box 86
McMinnville, OR 97128

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacak
L. W. Rulien

7677

5

January 22, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe, Administrator &
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7677, Work Completed October 6, 1973

Project Sandy River - Multnomah Falls

Highway Columbia River, County Multnomah

Type of Work Grading, Paving, Guard Rail & Signing

Contractor J. C. Compton Co.

Recommended Acceptance Date January 22, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assure this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 30, 1974 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7677

October 19, 1973

Mr. L. A. Kirkaby, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

Contract 7677

Dear Sir:

All work under Contract No. 7677, Sandy River-Multnomah Falls Section of the Columbia River Highway in Multnomah County, was completed October 6, 1973.

In accordance with the agreement with your company, complete and final billing for all railroad work on this project is to be submitted on or before February 3, 1974.

This letter voids our previous letter to your office dated October 18, 1973.

Very truly yours,

L. H. Young
Office Engineer

VG:js

cc: Jess Jones
J. E. Chidsey

7677

October 18, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. EHS-I-80N-2(50)16

SUBJECT Request Contract Acceptance

Contract 7677, Work Completed October 6, 1973
Project Sandy River-Multnomah Falls
Highway Columbia River
County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date September 28, 1973

Conditions not acceptable: None

NOTED
H. S. COULTER

G. L. Green
G. L. Green
Division Engineer

VG:dg

cc F. B. Klaboe
L. H. Young

RECEIVED STATE HWY ENGR						
OCT 26 73						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

STATE COPY

7677 10-15-73

cc: OSHD (H S Coulter) Region Wash DC		FINAL ACCEPTANCE REPORT (PPM 20-6.1)		U. S. DEPARTMENT OF TRANSPORTATION Federal Highway Administration Bureau of Public Roads		cst
REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon			
DATE OF REPORT 10-15-73	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. I-80N-2(49)15			
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME			
APPROVED EXTENSIONS	LOCATION I-80N between Sandy River and Multnomah Falls					
*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. *A copy of the State's materials certificate is attached to the Division office copy of this report. Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met. There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.						
REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.						
OCT 26 1973 <u>SANDY RIVER-MULTNOMAH FALLS SECTION</u> <u>COLUMBIA RIVER HIGHWAY</u> <u>Right-of-Way Acquisition</u> REGIONAL OFFICE All right-of-way acquisition work covered under this project has been completed. No additional right-of-way needs are anticipated in this section of the Columbia River Highway, I-80N, in the foreseeable future. Acceptance of the project is recommended.						
RECEIVED STATE HWY ENGR OCT 29 '73 REFERR TO FOR Info Inves R/D CIR SUD Act File 10-20-73						
*NOTE: Not applicable for direct federal projects.						
ACCEPTANCE OF PROJECT IS RECOMMENDED				ACCEPTED BY BUREAU OF PUBLIC ROADS		
SIGNATURE W. N. Bryant Area Engineer				SIGNATURE E. J. Valach Dist. Engineer		
TITLE W. N. Bryant				TITLE J. Valach		
DATE 10/15/73				DATE OCT 25 1973		

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

76077

cc: OSHD (H S Coulter) CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

Region
Wash DC
(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 17	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 9-28-73	INSPECTION MADE BY W. M. Bryant, Area Engineer		PROJECT NO. EHS-I-80N-2(50)16
IN COMPANY WITH Don Haller, Constr Engr. OSHD; Roy Pyle, Res Engr. OSHD			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 95 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT

OCT 11 1973

REGIONAL OFFICE

SANDY RIVER-MULTNOMAH FALLS SECTION
Grading, Paving, Signing, and Guardrail

All contract work, except for replacement of one gore point exit sign support which was damaged by a traffic accident, has been completed in reasonably close conformance with approved plans and specifications at a final estimated cost of \$3,685,527, or approximately 7.5% below the authorized amount of \$3,990,000.

Project records indicate that all materials incorporated into the work, except as noted below, were tested and/or inspected in accordance with specification requirements and found to be acceptable. Liquidated damages in the amount of \$1,368 have been assessed under Price Agreement #16 for bituminous materials incorporated into the work which failed to meet compaction specifications. Likewise, liquidated damages in the amount of \$5,468.68 have been assessed under Price Agreement #12 for 37,715 feet of guardrail which contained less than the specified amount of galvanized coating. The use of these materials will not be detrimental to the final overall quality of the work.

Project records also indicate that the contractor fulfilled the EEO requirements of the contract in a timely and reasonable manner. Acceptance of the work, subject to the proper installation of the sign support mentioned above, is recommended. Contract time charges are to continue until this sign has been installed.

RECEIVED
STATE HWY ENGR

OCT 12 73

REFER TO

FOR

Info	Inv	R/D	D/R	Sign	Act	File

10-12-73
H. S. Coulter
of you.

FORM PR-338
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED



**OREGON STATE
HIGHWAY DIVISION**

7677

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 23, 1973

TO

G. L. Green, Division Engineer
~~Regional Engineer~~
Federal Highway Administration

FROM

L. H. Young
Office Engineer

Federal-aid Project
No. EHS-I-80M-2(50)16

SUBJECT

Request Change Order Approval

Contract 7677, State Force Order No. 6
Project Sandy River - Multnomah Falls
Highway Columbia River
County Multnomah

This Order covers the cost to reimburse the 3 M Company for furnishing and applying "Landlock Elastomer 2386" additive to the mulch on 1-1/2 acres as a test demonstration. In an agreement with the Landscape Engineer the 3 M Company also applied the additive on one additional acre at their own expense.

A copy of the Engineer's letter of explanation is attached.

The estimated cost of this work is \$1,917.60 with Federal participation in the amount of \$1,725.84. Reimbursement on an actual cost basis is requested.

This work tentatively recommended by the Federal Highway Administration Area Engineer in November 1972. Work on applying this material started October 20, 1972.

Your retroactive approval as of October 20, 1972 is requested.

Attach.

BMW:pr

747.7

STATE COPY

cc: OSHD (A E Johnson)		73		U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
Region Wash DC C Hoefler		CONSTRUCTION INSPECTION REPORT (PPM 20-6.1)		cst	
(Check appropriate box)		☐ CONTACT	☒ PROJECT STAGE INSPECTION	☐ FINAL INSPECTION	
REGION NO. 10	REPORT NO. 10	COUNTY Multnomah	DIVISION Oregon		
DATE OF INSPECTION 3/20/73	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. I-80N-2(50)6		
IN COMPANY WITH Roy Pyle, Resident Engineer, OSHD.					
QUALITY OF WORK* Satisfactory		PROGRESS OF WORK Satisfactory		TIME ELAPSED 60 %	WORK COMPLETED 86 %
REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN (* Not applicable for all contacts.)					

SANDY RIVER - MULTNOMAH FALLS
COLUMBIA RIVER HIGHWAY
Grading, Paving, Signing, and Guardrail

COPY SENT

APR 02 1973

REGIONAL OFFICE

Phase Inspected: Median Barrier Installation

1. SCOPE OF INSPECTION

The purpose of this inspection was to perform a field review on construction operations and inspection procedures involved in the installation of concrete median barrier. The inspection included a field observation of the contractor's operations as well as a review of project records pertinent to this phase of work.

2. SUMMARY OF FINDINGS AND RECOMMENDATIONS

The installation of the precast concrete median barrier sections was found to be progressing in a workmanlike manner with highly satisfactory results being obtained. However, some minor drainage deficiencies were noted in several areas immediately adjacent to the barrier. Due to uneven pavement conditions within the shoulder area adjacent to the barrier surface, water was not draining properly. The resident engineer indicated that steps have been taken to locate and correct these areas by patching low areas and/or removal of high spots as soon as weather conditions permit.

The State's inspection and project control on this phase of work was found to be in accordance with established procedures and has resulted in adequate control and documentation to support the activities. Since the phase of work inspected was being completed in reasonably close conformance with the specifications and established procedures and the results being obtained were considered satisfactory, no recommendations are offered and no action is considered necessary.

(more)

Info	FOR	REFER	APR 3 1973	RECEIVED STATE HWY
Inves				
R/D				
DIR				

3. CHANGES

To date there has been only one change approved which is related to the phase of work being inspected. Price Agreement #9 in the amount of \$12,300 established a credit of \$0.25/lineal ft. for deletion of the specified sack finish since the use of steel forms in the casting process eliminated the need for this type of finish.

4. EEO

Project records indicate that the contractor is meeting the EEO and training requirements of the contract in an acceptable manner with all required reports being submitted on a timely basis.



DIRECTOR

UTILITY UNIT
**OREGON STATE
HIGHWAY DIVISION**

RECEIVED STATE HWY ENGR	
NOV 7 '72	
REFER TO	
FOR	
Info	SALES
RD	DR
Sign	Act
File	

HIGHWAY BUILDING

7677

SALEM, OREGON • 97310 378-6511

November 7, 1972

Portland General Electric Company
621 SW Alder Street
Portland, OR 97205

ATTENTION: Mr. Roger W. Sharp
Permit Section Supervisor

RE: Power Line Easement
Sandy River-Multnomah Falls Section
Columbia River Highway
Multnomah County
Project No. I-80N-2(50)16

Gentlemen:

Reference is made to your letter of October 2, 1972, regarding the acquisition of a power line easement from Reynolds Metal Company for the relocation of a portion of your facilities in conflict with the subject project.

The State and the Federal Highway Administration hereby approve Portland General Electric Company's acquisition of the required easement from Reynolds Metal Company for a consideration of \$250. This will confirm our verbal authorization to proceed with the acquisition as of November 6, 1972.

The billing to the State for the cost of the easement should make reference to this letter by date and subject.

bc: ~~F. B. Klaboe~~
G. L. Green
R. N. Chase
V. L. Gallagher
V. E. Skoog
L. W. Rulien
Roy Pyle
D. R. Adams
R. H. Rumbolz

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer

by *Jack M. Cartwright*
Jack M. Cartwright
Utilities Office Engineer

JMC:jly

cc: Portland General Electric - R. E. Sullivan

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION		FEDERAL AID PROJECT NO. 1-80N-2(50)16															
LETTER OF APPROVAL AND/OR AUTHORIZATION		STATE PROJECT NO. SANDY RIVER - MULTNOMAH FALLS SECTION															
FOR FILING 11-2-72		COUNTY NAME MULTNOMAH															
FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO. 	PROGRAM STAGE (Check) ☐ 1. ☒ 2.															
		ITEM NO. 1-665															
TO: 7677 G. M. BALDWIN ADMINISTRATOR OF HIGHWAYS STATE OF OREGON SALEM, OREGON 11-6-72 <i>Young</i>																	
DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE NOVEMBER 2, 1972	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 80N															
		STATE ROUTE NUMBER COLUMBIA RIVER HIGHWAY ROUTE #2															
GENERAL LOCATION:																	
GENERAL DESCRIPTION OF WORK: AS REQUESTED IN MR. YOUNG'S 10-20-72 LETTER AUTHORIZATION IS GRANTED TO PROCEED WITH THE ACQUISITION OF THE POWER LINE EASEMENT FOR THE PORTLAND GENERAL ELECTRIC COMPANY REQUIRED TO ACCOMMODATE THE UTILITY ADJUSTMENTS AUTHORIZED WITH OUR 4-17-72 FORM 1240.																	
YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW																	
☐ PRELIMINARY ENGINEERING TO DETERMINE ☐ LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN ☐ PREPARATION ☒ OTHER (Specify) ACQUISITION OF UTILITY EASEMENT. ☐ ACQUISITION OF RIGHT-OF-WAY ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT ☐ OF BIDS ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS																	
REMARKS		RECEIVED STATE HWY ENGR.															
		NOV 3 '72															
		REFER TO															
		FOR															
		<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <tr> <td>Info</td> <td>Spec</td> <td>R/D</td> <td>R</td> <td>EN</td> <td>EST</td> <td>FILE</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>		Info	Spec	R/D	R	EN	EST	FILE							
Info	Spec	R/D	R	EN	EST	FILE											
DATE 11-2-72	SIGNATURE OF APPROVING OFFICIAL <i>C.R. Burghardt</i>	TITLE DIVISION ENGINEER															

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 8-68)
WILL BE USED



RECEIVED
OCT 20 1972

FOR FILING
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

7677

SALEM, OREGON • 97310

RECEIVED STATE HWY ENGR	
OCT 20 1972	
REFER TO	
FOR	
CHG	INVS
R/D	D/R
CIPR	ACT

Phone 378-6511

October 20, 1972

Mr. G. L. Green
Acting Division Engineer
Federal Highway Administration
477 Cottage N. E.
Salem, Oregon 97301

Re: Power Line Relocation
Portland General Electric Company
Sandy River-Multnomah Falls
Section
Columbia River Highway
Multnomah County
Project No. I-80N-2(50)16

Gentlemen:

Reference is made to your letters of approval and authorization dated April 17, 1972 and April 24, 1972, which authorized the State to proceed with the adjustment of Portland General Electric Company's electric facilities in conflict with a portion of the subject project. A copy of the above letters and PGE's estimate and sketch for the relocation are enclosed for your information.

As PGE's sketch indicates, the relocation is to be made outside of the new right of way for the project. Relocating the poles outside of our right of way necessitates acquiring an easement from Reynolds Metals Company.

Portland General Electric Company has contacted Reynolds concerning the required power line easement and copies of their exchange of correspondence is enclosed. Reynolds agrees to grant the required easement for a consideration of \$250.00 which will cover administration costs and land value. Acquisition of the easement by the State would require reopening of negotiations.

Your approval for the acquisition of the required easement by PGE at the cost of \$250.00 and authorization to proceed with the final negotiation for the easement, under the provisions of PPM 30-4, is requested.

Very truly yours,

T. W. Litchfield
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures

cc: F. B. Klaboe
L. W. Rulien
Roy Plye
R. H. Rumbolz



RECEIVED
SEP 27 1972

FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING

SALEM, OREGON • 97310

DATE September 22, 1972

TO

G. L. Green, Acting Division Engineer
~~Box 500, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. EHS-I-80N-2(50)16

FROM

L. H. Young
Programming Engineer

SUBJECT

Request Change Order Approval

Contract 7677, Extra Work Order No. 4

Project Sandy River-Multnomah Falls

Highway Columbia River

County Multnomah

This Order covers the cost of modifying G-1 inlet grates located in the shoulder areas where bicycle traffic may be endangered. The work on this project has progressed to a point where replacement of the grates is impractical. Modification of the grates will be made by welding 1" x 1/4" straps across the grate bars on 5" centers.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, September 11, 1972.

Your approval as of September 11, 1972 is requested.

BMWibb

Attach.



UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7677
HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

August 15, 1972

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. Roger W. Sharp

Re: Power Line Relocation
Tunnel Point-Roosevelt Rock State Park
Sandy River-Multnomah Falls Section
Columbia River Highway
Multnomah County
Project No. EHS-I-80N-2(50)16
Contract No. 7677

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letters of July 28 and August 10, 1972, have been approved by the State and Federal Highway Administration. This will confirm our verbal authorization to proceed with your portion of the work as of August 7, 1972, and this also confirms our verbal concurrence in the award of the contract for removal of the overhead lines, plowing cable, road crossing work and power splicing to U-ELCO, Inc, Gresham, Oregon, who submitted the low bid of \$19,460.00.

Reimbursement for work performed on and subsequent to August 7, 1972 will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

ORIGINAL SIGNED BY

T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

FCP:dl

cc: FGE - Gresham Division
335 N. E. Roberts Avenue
Gresham, Oregon 97030

Attn: Mr. J. A. Doig, Planning Engineer

FGE - Portland

Attn: Mr. C. J. Irelan

A. E. Johnson

Glen L. Green - FHWA

V. L. Gallagher w/attachments (2) and sketch with SFO.

L. W. Rulien

Roy W. Pyle

R. H. Rumbolz

Note to Mr. Rulien: Please have a State Force Order prepared for this work. Project No. EHS-1-80N-2(50)16, Prefix No. 626-1055. Return one copy of estimate

RECEIVED
AUG 16 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATIONBox 300
Salem OR 97308TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 14, 1972

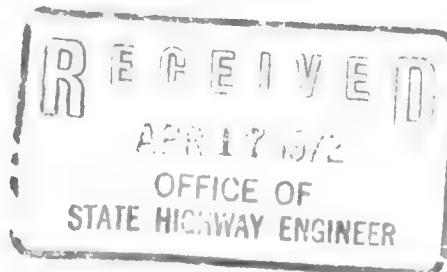
In reply refer to: 10-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, OregonSUBJECT: Oregon Project I-80N-2(50)16
Sandy River-Multnomah Falls Section
Underground Installation of PGE Power Service Line

We have reviewed the proposal to place the Portland General Electric Company's existing aerial power line underground as described in Mr. Litchfield's March 17 letter. We concur it would be desirable to eliminate the aerial line through this very scenic area. Federal funds may be utilized for the removal of the existing pole line and for the installation cost only of underground cable. Materials for this underground installation are to be provided by PGE at no cost to the State. Federal funds cannot participate in Item 2 of Mr. Litchfield's letter.

The above participation is subject to our receipt and approval of an acceptable utility agreement.

Approval of this underground installation is granted under Paragraph (5) of IM 30-6-67.

NOTED
F. B. KLABOENOTED
E. S. HUNTER

4-18-72
Hunter
Litchfield

Routing _____
 Keasey _____
 Bond _____
 Walker _____
 Johnson _____

RECEIVED

JUL 3 1 1972

CONSTRUCTION

Pease _____

Glenn _____

Litchfield _____

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

UTILITY UNIT

Phone 378-6511

Mr. R. E. Simpson
Division Engineer
477 Cottage Street N.E.
Salem, Oregon 97301

March 17, 1972

Re: Underground Installation
Power Service Line
Rooster Rock State Park and Sandy
River-Multnomah Falls Section
Columbia River Highway
Multnomah County

Dear Sir:

Attached hereto are two copies each of Sheets 12, 13, 14 and 15 of the plans for the subject project upon which Portland General Electric Company's existing aerial power line has been shown in red. This line was installed to provide electric service to Rooster Rock State Park.

Portland General Electric Company has other electrical distribution facilities and two poles of the service line requiring relocation to accommodate the construction of the subject project. The State would like to include, as part of PGE's work, the removal and replacement underground of the power service line to Rooster Rock State Park. The State feels that the underground installation of the service line would enhance the natural beauty of this section of the Columbia Gorge. The expenditure of public funds for the removal of aerial power lines would provide a basis for requesting private power companies to expend their own funds for removal of facilities to enhance natural beauty.

Portland General Electric Company has provided a "shot gun" estimate of \$16,000 to \$20,000 for this relocation work. This cost would include:

1. Removal of the existing pole line.
2. Value of remaining service life of the aerial line.
3. Installation cost only of underground cable.
4. Less salvage value of aerial line.

Materials for the underground installation would be provided by PGE at no cost to the State. This matter has been previously discussed with the Area Engineer, Mr. Wallace N. Bryant, at which time he was supplied with photographs of the service line.

Mr. R. E. Simpson
March 17, 1972
Page 2

The State requests Federal-aid participation in the cost to relocate the subject service line from an aerial to an underground facility.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosure

cc: A. E. Johnson
V. L. Gallagher
R. N. Chase
L. W. Rullen
Roy Pyle
R. H. Rumbolz

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION		FEDERAL AID PROJECT NO. EHS-1-80N-2(50)16
LETTER OF APPROVAL AND/OR AUTHORIZATION <i>8-1-72</i>		
FROM: G. L. GREEN, ACTING DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	STATE PROJECT NO. SANDY RIVER - MULTNOMAH FALLS SECTION
	ITEM NO. 1-665	COUNTY NAME MULTNOMAH
TO: 7677	PROGRAM STAGE (Check) ☐ 1. ☒ 2.	
G. M. BALDWIN ADMINISTRATOR OF HIGHWAYS STATE OF OREGON SALEM, OREGON <i>8-9-72</i> <i>Ed</i> NOTED E. E. HUNTER <i>cc Young</i> <i>Litchfield</i> <i>Rulien</i>		
DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE AUGUST 7, 1972	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 80N
		STATE ROUTE NUMBER COLUMBIA RIVER HIGHWAY
GENERAL LOCATION:		
GENERAL DESCRIPTION OF WORK: YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR PORTLAND GENERAL ELECTRIC'S AERIAL POWER LINE EFFECTIVE TODAY. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE \$21,456.00 IS APPROVED.		
YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW		
☐ PRELIMINARY ENGINEERING TO DETERMINE ☐ LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN ☐ PREPARATION ☒ OTHER (Specify) UTILITY ADJUSTMENT. ☐ ACQUISITION OF RIGHT-OF-WAY ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT ☐ OF BIDS ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS		
REMARKS OUR PROGRAM MEMORANDUM DATED 11-11-71 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 2-14-69 AND PPM 30-4.1 DATED 10-1-69. WE APPROVE THE AGREEMENT WITH THE PORTLAND GENERAL ELECTRIC COMPANY CONSISTING OF YOUR 11-19-71 UTILITIES & RAILROAD ENGINEERS LETTER, THE UTILITY COMPANY'S LETTER OF 7-28-72 AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S 7-28-72 LETTER. IN THAT THE PURPOSE OF THE AERIAL POWER LINE IS TO FURNISH POWER TO A STATE HIGHWAY DEPARTMENT PARK AND REST AREA, WE WAIVE THE REQUIREMENT OF CERTIFICATION OF THE UTILITIES PROPERTY INTEREST AS ALLOWED UNDER PAR 7L(2) OF PPM 30-4.		
DATE 8-7-72	SIGNATURE OF APPROVING OFFICIAL <i>CR Berghardt</i>	TITLE ACTING DIVISION ENGINEER

RECEIVED
1722

Form FHWA-121 (12-67)

FOR FILE

UNITED STATES GOVERNMENT

Memorandum

7677

TO : MR. G. M. BALDWIN, ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

FROM : G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

SUBJECT: OREGON PROJECT 1-80N-2(50)16
SANDY RIVER - MULTNOMAH FALLS SECTION
UNDERGROUND TELEPHONE CABLE

AS REQUESTED IN MR. LITCHFIELD'S AUGUST 2, 1972 LETTER THE JOINT
USE OF HIGHWAY RIGHT OF WAY FOR THE PURPOSE OF BURYING CABLE BY
CASCADE UTILITIES INC. (ESTACADA TELEPHONE COMPANY) AND PORTLAND
GENERAL ELECTRIC COMPANY IS APPROVED AS BEING IN THE PUBLIC INTEREST.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
SALEM OR 97308

DATE: AUGUST 7, 1972

In reply refer to: 10-35-EC

Handwritten:
8-10-72
cf

Handwritten:
8-9-72

Handwritten:
al

NOTED
A. E. JOHNSON



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN





UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

NOTED
A. E. JOHNSON

RECEIVED

AUG 3 1972

OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

HIGHWAY BUILDING

SALEM, OREGON

PHONE 378-6527310

August 2, 1972

TO: Mr. Glen W. Green, Acting Division Engineer
Federal Highway Administration

FROM:

T. W. Litchfield
Railroad and Utility Engineer

RE: Underground Telephone Cable
Tunnel Point-Rooster Rock State Park
Sandy River-Multnomah Falls Section
Columbia River Highway
Multnomah County
Project No. I-80N-2(50)16

Reference is made to our letter dated August 2, 1972 concerning the placing of the existing aerial power line under ground from Tunnel Point to Rooster Rock State Park.

Cascade Utilities, Inc. (Estacada Telephone Company) owns an aerial telephone line which is located on Railroad right of way between Tunnel Point and Rooster Rock State Park. The Railroad right of way has no access road adjacent to its tracks making it impossible to operate repair vehicles along the telephone line. It is necessary for the telephone company workmen to drive to the railroad right of way and travel on foot to a location requiring repairs. During winter storms, service may be interrupted for some time before repairs can be made. The Railroad property is extremely rocky; therefore, the company cannot bury on railroad right of way. The land between the highway and the railroad is too swampy for underground cables. Therefore, since the power company will be burying a cable on highway right of way between Tunnel Point and Rooster Rock State Park, the telephone company requested they be allowed to jointly occupy the same trench. This proposed arrangement has the approval of the power company.

It appears under the circumstances detailed above, allowing the telephone company to jointly occupy the trench with the power company will conform to our (State and FHWA) policies of joint occupancy of highway right of way, and in this instance is in the public interest.

Incidentally, it is common practice for utilities sharing the same trench to also share the trenching costs. It is estimated that the telephone company's share of the trenching will be approximately \$3,000. This would reduce the State's share of the power company relocation by \$3,000.

Your approval of the joint occupancy of the trench as outlined above is requested.

RGP:fw

cc A. E. Johnson
V. L. Gallagher (2)

FOR FILE

VIRGIL COLOMBO
JOHN W. DANNER
JULIA L. BOSTON
ROBERT A. SCANLON

7677

LAW OFFICES
COLOMBO, DANNER AND BOSTON P. C.
WHITESTONE BUILDING
1818 S. E. DIVISION STREET
PORTLAND, OREGON 97202

TELEPHONE
234-9363

August 2, 1972

VIA CERTIFIED MAIL

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Mr. John C. Compton
J. C. Compton Company
1305 Lafayette Avenue
McMinnville, Oregon

Mr. Roy Pyle
Oregon State Highway Engineer
P. O. Box 168
Troutdale, Oregon

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Gentlemen:

Please be advised that the undersigned represents Ronald J. Gobbi and Neva J. Gobbi in connection with personal injuries and property damage sustained by them as the result of an accident which occurred on July 22, 1972, at approximately 5:00 p.m. at the location of the Corbett East Entrance to the Banfield Freeway, Interstate 80.

The circumstances precipitating the damages are that Mr. and Mrs. Gobbi were traveling in an easterly direction on the Corbett entrance to the Banfield Freeway on a motorcycle. As they attempted to merge from the entrance lane onto the freeway proper, they struck a curbing which exists as the result of construction work presently being performed upon the freeway by J. C. Compton Company. The curbing varies between 1-1/2 to 2 inches in thickness, and is unmarked and there are no signs warning of its existence. Upon contact with the curbing, the motorcycle was violently forced to the right, throwing Mr. and Mrs. Gobbi to the pavement and resulting in damages to themselves and to their motorcycle.

The amount of Mr. and Mrs. Gobbi's damages are unknown to this date.

This notice is given in compliance with ORS 30.275. Please direct all correspondence to the undersigned.

Very truly yours,

COLOMBO, DANNER AND BOSTON, P.C.

Robert A. Scanlon

Received
and NOTED
FLOYD QUERY
8-3-72
RAS:mg

Copy to Linda
Robert A. Scanlon

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1-Milwaukie

DATE: August 2, 1972

SUBJECT:

To: L. E. George
Traffic Engineer

FROM:

A. C. Harwood
Regional Construction Engineer

NOTED
A. E. JOHNSON

SUBJECT: Speed Zone
Sandy River- Multnomah Falls Section
Columbia River Highway I-80N
Hwy #2 MP 15.80 to MP 28.20
Contract # 7677
OSHC

We find the need to provide a speed other than the established 70MPH on the Sandy River-Multnomah Falls section with the paving, grading, and guardrail activities. It is felt that a 60MPH speed would be realistic for the general construction condition. Slower construction speeds will still be maintained in active work areas.

The section recommended for Highway Commission action to establish a 60MPH speed zone on the Columbia River Highway is from the Sandy River at MP 15.80 to Multnomah Falls at MP 28.20.

This recommendation has been discussed with Mr. Carroll T. Keasey, Construction Engineer, and Mr. A. E. Johnson, Assistant State Highway Engineer. Mr. Johnson was looking to see if this item could be put on the August 8 commission meeting. Could you make arrangements for the proper paper work and coordinate to make every effort to have this presented at the August 8 meeting.

RWF/pb

cc: A. E. Johnson ✓
C. T. Keasey
Roy Pyle
R. W. Failmezger

done

RECEIVED
AUG 4 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

V-270

SHEET NO. 1
TOTAL SHEETS 1
See index

RECEIVED
MAY 19 1972
FOR FILE
UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 15, 1972
In reply refer to: 10-35.7

Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(49)16
Sandy River - Multnomah Falls Section
Right of Way

Returned herewith are the approved right of way plans for subject project. This office authorized acquisition of right of way on August 9, 1971. Federal participation is subject to the provisions of the 80-Series PPMs.

An executed copy of the project agreement will be forwarded separately.

Enclosure

5-18-72

Young

NOTE
FROM BOWMAN



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 23 1972

FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

7677

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 15, 1972

TO

R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

**Federal-aid Project
No. FHS-I-80N-2(30)16**

FROM

George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURY
L. H. Young
Programing Engineer

SUBJECT

Request; Change Order Approval

Contract 7677, Extra Work Order No. 3

Project Sandy River-Multnomah Falls

Highway Columbia River

County Multnomah

This Order covers the cost of exploring for and reconstructing existing buried culvert inlets. This work is necessary to provide satisfactory surface drainage between the highway and the Union Pacific Railroad.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, May 8, 1972.

Your approval as of May 8, 1972 is requested.

EMW:bb

Attachments

RECEIVED
MAY 9 1972

cc: USRD (A E Johnson)

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CNL

(Check appropriate box) ☐ CONTACT		☒ PROJECT STAGE INSPECTION		☐ FINAL INSPECTION	
REGION NO. 767	REPORT NO. 10	COUNTY Holt County	DIVISION Missouri		
DATE OF INSPECTION May 18, 1972	INSPECTION MADE BY A. E. Johnson		PROJECT NO. D-1-80N-2(50)16		
IN COMPANY WITH					
QUALITY OF WORK* Satisfactory		PROGRESS OF WORK Satisfactory		TIME ELAPSED 1/4 %	WORK COMPLETED 15 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT

SANITARY RIVER-BUTLER-PALES SECTION MAY 18 1972
ON I-55 RIVER HIGHWAY
Grading, Drivings, Guardrail, and Signing
REGIONAL OFFICE

1. SCOPE OF INSPECTION

The purpose of this inspection was to perform a field review on construction operations and inspection procedures involved in the grading phase of the work. The inspection included field observation of the contractor's operations and a project office review of records pertinent to the grading operations.

2. SUMMARY OF FINDINGS AND RECOMMENDATIONS

The grading work was found to be progressing in a workmanlike manner in accordance with the specifications and sound construction procedures.

The State's inspection and project control on this phase of work was in accordance with established procedures and provided adequate control and documentation to support the activities. No recommendations are offered and no action is necessary since this phase of work is being completed in reasonably close conformance with the specifications and established procedures.

3. CHANGES

The following extra work orders and price agreements have been approved or are being processed by the State:

PA#1 documents a change in specifications to allow a change in the method of construction and use of precast Type G-1 inlets in the median area in order to reduce exposure to construction traffic hazards. This order was approved April 5 at no change in contract price.

A State force order in the estimated amount of \$20,000 covering the placement of an existing PGE aerial power line underground through

5-23-72

(none)

2

ENS-I-898-2(59)16

the very scenic area of the Columbia Gorge between Tunnel Point and Rooster Rock State Park (a distance of approximately 8,000') is being processed. The work which is to be performed by PG&E was approved under Paragraph (5) of IM 30-6-67 on April 14.

4. REO

Project records indicate that the contractor is meeting the REO requirements of the contract in a satisfactory manner.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

FEDERAL AID PROJECT NO.

1-80N-2(50)16

LETTER OF APPROVAL AND/OR AUTHORIZATION

APR 27 1972

STATE PROJECT NO.
SANDY RIVER MULTNOMAH

FALLS SECTION

COUNTY NAME

MULTNOMAH

FROM:

R. E. SIMPSON, DIVISION ENGINEER

PROGRAM NO.

SALEM, OREGON

ITEM NO.

1-665

PROGRAM STAGE (Check)

☐ 1.☒ 2.

TO:

7677

MR. GEORGE M. BALOWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED

DATE AUTHORIZATION
EFFECTIVE

APRIL 3, 1972

FEDERAL ROUTE NUMBER

INTERSTATE ROUTE 80N

STATE ROUTE NUMBER

COLUMBIA RIVER HIGHWAY ROUTE #2

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

THIS IS TO REVISE THE EFFECTIVE DATE FOR OUR APRIL 17, 1972 AUTHORIZATION TO PROCEED WITH THE ACTUAL ADJUSTMENTS FOR PORTLAND GENERAL ELECTRIC COMPANY'S POWER LINE TO APRIL 3, 1972 IN CONFORMANCE WITH PREVIOUSLY GRANTED VERBAL AUTHORIZATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN

☐ PREPARATION☒ OTHER (Specify)

UTILITY ADJUSTMENT.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT

☐ OF BIDS☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

4-27-72

Young

APR 23 1972

OFFICE OF

STATE HIGHWAY ENGINEER

DATE

4-24-72

SIGNATURE OF APPROVING OFFICIAL

[Signature]

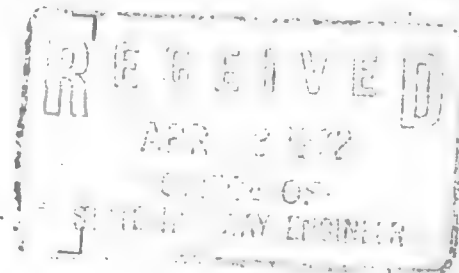
TITLE

FOR DIVISION ENGINEER

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION		FEDERAL AID PROJECT NO. 1-80N-2(50)16
LETTER OF APPROVAL AND/OR AUTHORIZATION 4-17-72		STATE PROJECT NO. SANDY RIVER -
FOR FILING	FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON	MULTNOMAH FALLS SECTION COUNTY NAME MULTNOMAH
	PROGRAM NO.	PROGRAM STAGE (Check) ☐ 1. ☒ 2.
	ITEM NO. 1-665	
TO:		

7677

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
SALEM, OREGON



DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE APRIL 17, 1972	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 80N
GENERAL LOCATION:		STATE ROUTE NUMBER COLUMBIA RIVER HIGHWAY ROUTE #2

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR PORTLAND GENERAL ELECTRIC COMPANY'S POWER LINE TODAY. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE \$1,225.79 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☒ OTHER (Specify) UTILITY ADJUSTMENT.
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 2-14-69 AND PPM 30-4.1 DATED 10-1-69.

WE APPROVE THE AGREEMENT WITH THE PORTLAND GENERAL ELECTRIC COMPANY CONSISTING OF YOUR NOVEMBER 19, 1971 UTILITIES AND RAILROAD ENGINEER'S LETTER, THE PORTLAND GENERAL ELECTRIC COMPANY'S LETTER OF MARCH 28, 1972 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S APRIL 6, 1972 LETTER.

RECEIPT OF MR. RICHARD H. RUMBOLZ'S AFFIDAVIT OF THE PORTLAND GENERAL ELECTRIC COMPANY'S PROPERTY RIGHTS DATED NOVEMBER 26, 1971 IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE 4-17-72	SIGNATURE OF APPROVING OFFICIAL <i>[Signature]</i>	TITLE DIVISION ENGINEER
-----------------	---	----------------------------

RECEIVED
APR 18 1972

Form FHWA-121 (12-67)

FOR THE UNITED STATES GOVERNMENT

Memorandum

7677

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: April 14, 1972

In reply refer to: 10-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

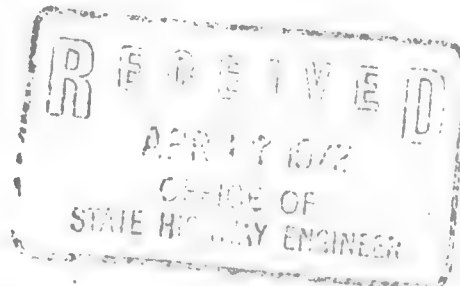
SUBJECT: Oregon Project I-80N-2(50)16
Sandy River-Multnomah Falls Section
Underground Installation of PGE Power Service Line

We have reviewed the proposal to place the Portland General Electric Company's existing aerial power line underground as described in Mr. Litchfield's March 17 letter. We concur it would be desirable to eliminate the aerial line through this very scenic area. Federal funds may be utilized for the removal of the existing pole line and for the installation cost only of underground cable. Materials for this underground installation are to be provided by PGE at no cost to the State. Federal funds cannot participate in Item 2 of Mr. Litchfield's letter.

The above participation is subject to our receipt and approval of an acceptable utility agreement.

Approval of this underground installation is granted under Paragraph (5) of IM 30-6-67.

NOTED
F. B. KLABOE



4-18-72

Hunter
cc Litchfield



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 17 1972

COPY

FORM PR-33A

FOR FIELD INSPECTION (A E Johnson)

3-30-72

INITIAL INSPECTION REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

ct

7677 Region Wash DC
(Check appropriate box) ☐ Contact ☐ Project Stage ☒ Statewide Inspection-In-Depth
Region No. Report No. County Multnomah Division Oregon
Date of Inspection 2/20/72 Inspection Made By W. N. Bryant, Area Engineer Project No. EHS I-80N-2(50)16
In Company With

Location Roy Pyle, Resident Engineer, OSHD
Project is located between Sandy River and Multnomah Falls on the Columbia River Highway east of Portland, Oregon.
APR 13 1972 APR 13 1972

Contractor Name and Address J. C. Compton Co., McMinnville, Oregon
Award Date 12/21/71 Contract Amount \$3,767,709.00 Time Allowed 475 Cal. Days 3/1/72 Work Started 3/2/72
Quantity of Work Satisfactory Progress of Work Satisfactory Time Elapsed 6 % Work Completed 3

Roadbed (Width)			(Feet 0. to 0. of shoulders)			STRUCTURES OVER 20-FOOT SPAN		
TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING			TYPE	TYPE CODE NO.	NET LENGTH (Miles)
			THICKNESS		WIDTH (Feet)			
			EDGE (Inches)	CENTER (Inches)				
Pvmt.Overlay	6203	13.4	2.0	2.0	80	NA	NA	NA
Guardrail	Y101	13.4	---	---	---	NA	NA	NA
Flattening Slopes	Y106	13.4	---	---	---	NA	NA	NA
Signing	Y002	13.4	---	---	---	NA	NA	NA

REMARKS: (Report details of statewide inspection-in-depth on form PR-33D)

NOTED
A. E. JOHNSON

SANDY RIVER-MULTNOMAH FALL SECTION
COLUMBIA RIVER HIGHWAY
Grading, Paving, Guardrail, and Signing

Work under this project includes the flattening of slopes, construction of asphalt concrete pavement overlay and aggregate shoulders, removal and reconstruction of guardrail and median barrier and other incidental work as required to meet current safety standards.

This project qualifies as an EHS project under the provision of IM 30-5-71, Section (b) "Emergency Highway Safety Program".

At the time of this inspection the only work in progress consisted of clearing of various locations throughout the length of the project and forming of inlets at the beginning and end of the project. To date approximately 60 percent of the clearing work has been completed.

All required posters, including EEO posters, were being displayed in an acceptable manner in the contractor's field office located at the westerly end of the project. Project identification signs and necessary traffic control signs were installed as required by the contract specifications.

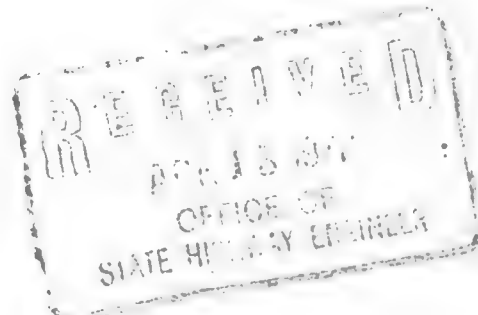
EHS I-80N-2(50)16

To date no EEO reports have been submitted by the contractor. The contractor has submitted his proposed trainee program which includes five trainees, three laborers and two teamsters. The training program was approved on February 15. To date one laborer trainee is employed.

The contractor has designated Mr. G. L. Compton as the company EEO officer.

Five subcontracts in the total amount of \$1,380,235.50 or 36.63% of the contract amount has been approved to date.

At the present time consideration is being given to burying an electrical service line which runs parallel with the roadway between "Tunnel Point" Sta. 795 and Rooster Rock Park Sta. 875, as both a safety and esthetic consideration. Approval is recommended.





UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

NOTED
A. E. JOHNSON

7677
HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

Mr. R. E. Simpson
Division Engineer
477 Cottage Street N.E.
Salem, Oregon 97301

March 17, 1972

Re: Underground Installation
Power Service Line
Rooster Rock State Park and Sandy
River-Multnomah Falls Section
Columbia River Highway
Multnomah County

Dear Sir:

Attached hereto are two copies each of Sheets 12, 13, 14 and 15 of the plans for the subject project upon which Portland General Electric Company's existing aerial power line has been shown in red. This line was installed to provide electric service to Rooster Rock State Park.

Portland General Electric Company has other electrical distribution facilities and two poles of the service line requiring relocation to accommodate the construction of the subject project. The State would like to include, as part of PGE's work, the removal and replacement underground of the power service line to Rooster Rock State Park. The State feels that the underground installation of the service line would enhance the natural beauty of this section of the Columbia Gorge. The expenditure of public funds for the removal of aerial power lines would provide a basis for requesting private power companies to expend their own funds for removal of facilities to enhance natural beauty.

Portland General Electric Company has provided a "shot gun" estimate of \$16,000 to \$20,000 for this relocation work. This cost would include:

1. Removal of the existing pole line.
2. Value of remaining service life of the aerial line.
3. Installation cost only of underground cable.
4. Less salvage value of aerial line.

Materials for the underground installation would be provided by PGE at no cost to the State. This matter has been previously discussed with the Area Engineer, Mr. Wallace N. Bryant, at which time he was supplied with photographs of the service line.

Mr. R. E. Simpson
March 17, 1972
Page 2

The State requests Federal-aid participation in the cost to relocate the subject service line from an aerial to an underground facility.

Very truly yours,

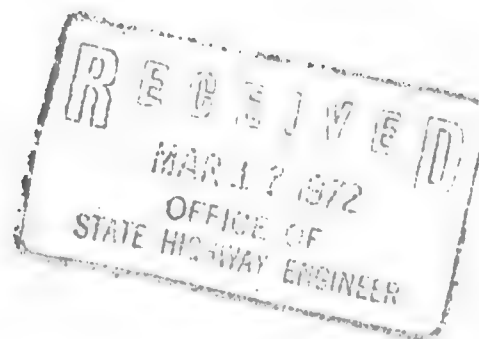
George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY

T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosure

cc: A. E. Johnson
V. L. Gallagher
R. N. Chase
L. W. Rulien
Roy Pyle
R. H. Rumbolz



STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 7677 1-79	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 4	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 1-20-72	COUNTY Multnomah
		PROJECT NO. EHS-I-80N-2(50)16

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N E. End Sandy Riv. Br. E. 13.3 mi. (Sandy River-Multnomah Falls)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-12-71	13.398
OTHER (Specify)		

FUNDS **Pro Rata 92.26%**

ESTIMATED TOTAL COST OF PROJECT

\$ **4,185,939**

FEDERAL FUNDS

\$ **3,861,947**

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Department)

By

Assistant State Highway Engineer

(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

For **R. E. Simpson**Date executed by
Division Engineer**JAN 20 1972**

Oregon State Highway Division

Federal-Aid
Project No. EHS-I-80N-2(50)16 Safety

SANDY RIVER-MULTNOMAH FALLS SECTION
COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, January 12, 1972

Project Agreement Estimate.

Type Code 6203
Pavement Overlay (Sta. 516+60 to Sta. 1224+00)

	All Required (50%)	\$ 246,100.00
Mobilization		
Furnishing Field Laboratory Building	1 only 1,000.00	1,000.00
Temporary Protection and Direction of Traffic	All Required (50%)	12,500.00
Class B Asphalt Concrete Mixture	85,000 ton 4.10	348,500.00
Class C Asphalt Concrete Mixture	43,800 ton 4.10	179,580.00
Asphalt Cement in Mixture	8,370 ton 33.00	276,210.00
Asphalt in Tack Coat	110 ton 75.00	8,250.00
48-inch Culvert Pipe	180 lin.ft. 125.00	22,500.00
20' x 48" Single Gates	6 only 300.00	1,800.00
Extra for Asphalt Curbs	27,000 lin.ft. 1.25	33,750.00
Loose Riprap, Class 700	60 cu.yd. 18.00	1,080.00
Adjusting Manholes	4 only 100.00	400.00
Adjusting Inlets	4 only 100.00	400.00
		<u>\$1,132,070.00</u>
Flagging (60% of Contractor's Cost)	All Required (50%)	\$ 20,000.00
Permanent Pavement Striping	All Required	4,000.00
Stage Construction Striping	All Required	500.00
		<u>\$ 24,500.00</u>
		<u>\$1,156,570.00</u>
	Subtotal	114,657.00
	10% Engr. & Cont.*	
	Total	<u>\$1,271,227.00</u>

*Reduced in accordance with par. 5 (Project Field Offices) of PPM 30-6.

Type Code Y101
Safety Work (Sta. 516+60 to Sta. 1224+00)
Guard Rail

Guard Rail, Type 2A	17,000 lin.ft.	4.70	\$ 79,900.00
Guard Rail, Type 2A with 8-Foot Posts	52,000 lin.ft.	5.23	271,960.00
Guard Rail Anchors	32 only	200.00	6,400.00
Extra for Guard Rail Bridge Connections	10 only	250.00	2,500.00
Extra Posts with Blocks	20 only	20.00	400.00
Extra Rail Elements	110 lin.ft.	1.25	137.50
Concrete Shoulder Barrier	500 cu.yd.	120.00	60,000.00
Concrete Median Barrier	58,000 lin.ft.	8.00	464,000.00
Guide Posts Flexible*	60 only	12.00	720.00
Salvaging Guide Posts	850 only	4.50	3,825.00
Impact Attenuators (Hi-Dro Cushion Cells)	A11 Required		33,000.00
*Experimental Category 2			\$ 922,842.50

Type Code Y106
Flattening Slopes

Mobilization	A11 Required (50%)		\$ 246,100.00
Temporary Protection and Direction of Traffic	A11 Required (50%)		12,500.00
Clearing and Grubbing	A11 Required		280,000.00
Removal of Structures and Obstructions	A11 Required		5,000.00
Ditch Excavation	1,900 cu.yd.	4.00	7,600.00
Embankment in Place	374,000 cu.yd.	1.48	553,520.00
Trench Excavation	3,100 cu.yd.	5.50	17,050.00
Furnishing and Placing Topsoil	23,700 cu.yd.	2.95	69,915.00
Watering	7,400 M-gal.	3.00	22,200.00
1" - 0 Aggregate Base	77,600 ton	3.00	232,800.00
8-inch Culvert Pipe	40 lin.ft.	3.65	146.00
12-inch Culvert Pipe	5,300 lin.ft.	6.00	31,800.00
18-inch Culvert Pipe	400 lin.ft.	6.80	2,720.00
24-inch Culvert Pipe	470 lin.ft.	8.00	3,760.00
36-inch Culvert Pipe	60 lin.ft.	14.00	840.00
Extra for Pipe Under Pavement	4,100 lin.ft.	15.00	61,500.00
12-inch Paved Culvert End Slopes	4 only	100.00	400.00
18-inch Paved Culvert End Slopes	12 only	115.00	1,380.00
24-inch Paved Culvert End Slopes	15 only	125.00	1,875.00
36-inch Paved Culvert End Slopes	2 only	140.00	280.00

Concrete Inlets, Type G-1	140 only	210.00	29,400.00
Concrete Inlets, Type G-2MA	14 only	290.00	4,060.00
6-inch Drain Pipe	800 lin.ft.	3.00	2,400.00
Special Filter Material in Drains	45 cu.yd.	12.00	540.00
Type 2 Fence	25,800 lin.ft.	0.80	20,640.00
Type 3 Fence	2,500 lin.ft.	1.80	4,500.00
Roadside Seeding and Mulching	100 acre	274.00	27,400.00
			<u>\$1,640,326.00</u>

Type Code Y002
Signing

Removal of Existing Sign Installations	A11 Required		\$ 5,000.00
Painted Wood Sign Posts	A11 Required		700.00
Sign Support Footings	A11 Required		9,300.00
Breakaway Sign Posts	A11 Required		24,000.00
Single Sign Supports	A11 Required		2,000.00
Cantilever Sign Structure at Sta. 734+40 Rt.	A11 Required		3,200.00
Moving Type A, B, C, D, and G Signs	A11 Required		2,500.00
Type A Signs in Place	506 sq.ft.	8.00	4,048.00
Type B Signs in Place	2,084 sq.ft.	8.00	16,672.00
Type C and D Signs in Place	24 sq.ft.	4.50	108.00
Type F and G Signs in Place	15 sq.ft.	4.50	67.50
Sign Illumination Equipment	A11 Required		4,875.00
			<u>\$ 72,470.50</u>
			<u>\$2,635,639.00</u>

Flagging (60% of Contractor's Cost)	A11 Required (50%)	\$ 20,000.00
Railroad Protective Cost	A11 Required	7,500.00
Temporary Erosion Control	A11 Required	4,000.00
On-the-Job Trainee (5 @ \$800)	A11 Required	4,000.00
		<u>\$ 35,500.00</u>

Subtotal	\$2,671,139.00
10% Engr. & Cont.	267,113.00
	<u>\$2,938,252.00</u>

Credit for Salvaged Metal Rail Members	1,569,333 lbs.	0.015	(23,540.00)
	Total		<u>\$2,914,712.00</u>

Length of Project - - - 13.398 Miles
 Cost of Roadway Per Mi. \$312,430.14

Work Retained in Program Status

Work by Union Pacific R.R.	All Required	\$ 3,000.00
Work by PGE Co.	All Required	2,500.00
Pipe Bedding Material	All Required	500.00
Locate and Reconstruct		
Buried Culvert Inlets	All Required	<u>3,000.00</u>
	Subtotal	\$ 9,000.00
	10% Engr. & Cont.	900.00
	Total	<u>\$ 9,900.00</u>

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Pavement Overlay	\$1,271,227.00	\$1,172,834.00	\$ 98,393.00
Safety Work	<u>2,914,712.00</u>	<u>2,689,113.00</u>	<u>225,599.00</u>
Subtotals	\$4,185,939.00	\$3,861,947.00	\$ 323,992.00
Retained in Program	<u>9,900.00</u>	<u>9,133.00</u>	<u>767.00</u>
Totals	\$4,195,839.00	\$3,871,080.00	\$324,759.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
 Chap. 529, Laws 1939.
 State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7677

Prefix: 626-1055

SANDY RIVER-MULTNOMAH FALLS SECTION

RAILROAD PROTECTIVE COST

One Engineer Inspector for 5 Months, Headquarters: Portland

Salary 5 Mo. @ \$980 = \$4,900
32% Payroll Additives = 1,568

Total Salary \$6,468

Expenses @ \$2 Per Day = \$ 210
5 Mo. x 21 Days x \$2

Equipment Rental @ \$9.50 Day = 997.50
5 Mo. x 21 x \$9.50

Total Railroad Protective Cost \$7,675.50

State will pay up to \$7,500.00

SANDY RIVER-MULTNOMAH FALLS SECTION

NONPARTICIPATING - STATE WORK

State Responsibility for Damages

All Required

\$ 4,000.00

RECEIVED
JAN 17 1972

EH5-
I-80N-2150/6
7677

January 14, 1972

J. O. Compton Co.
P. O. Box 86
Maltmanville, Oregon 97128

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

**Contract No. 7677 for work on the Sandy River-
Maltman Falls Section of the Columbia River
Highway in Maltman County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Travelers Indemnity Co.
700 Main Street
Hartford, Connecticut 06108

Frank Morgan
Walter Hart
L. H. Young
Attn: Vince Gallagher
L. W. Bulien
Roy Pyle

RECEIVED
DEC 22 1971

FOR FILING

HS-

I-80N-2(50)16

7677

December 23, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of December 21, 1971, is requested in the award of contract for the Sandy River-Multnomah Falls Section, Project No. BHS-1-80N-2(50)16.

The contractor receiving the award is J. C. Compton Company, in the amount of \$3,767,709.00 with Contract No. 7677 assigned. This bid was received on December 16, 1971, and awarded December 21, 1971.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with Par. 6b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendums to the plans and proposal for this project before the bid opening date.

Very truly yours,

Federal Highway
Administration endorsement.

R. L. Porter
State Highway Engineer

Date _____
I concur in the award.

By

R. E. Simpson
Division Engineer

L. H. Young
Program and Planning Engineer

DAR:alc

RECEIVED
FORM PR-1240
(REV. 3-67)

12-1-71

File Copy

FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL AID PROJECT NO.
EHS-1-80N-2(50)16

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.
SANDY RIVER
MULTNOMAH FALLS, SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME

MULTNOMAH

ITEM NO.

1-665

PROGRAM STAGE (Check)

☐ 1

☒ 2

TO:

7677

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

RECEIVED
DEC 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

12-6-71
Young

DATE PS&E APPROVED
NOVEMBER 12, 1971

DATE AUTHORIZATION EFFECTIVE
NOVEMBER 12, 1971

FEDERAL ROUTE NUMBER

INTERSTATE ROUTE 80N

STATE ROUTE NUMBER

COLUMBIA RIVER HIGHWAY ROUTE #2

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF \$40,000.00; RAILROAD PROTECTIVE SERVICES IN AMOUNT OF \$7,500.00; TEMPORARY EROSION CONTROL IN THE AMOUNT OF \$4,000.00; ON THE JOB TRAINING IN THE AMOUNT OF \$4,000.00; PERMANENT PAVEMENT STRIPING BY STATE FORCES IN THE AMOUNT OF \$4,000.00; AND STAGE CONSTRUCTION STRIPING IN THE AMOUNT OF \$500.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ ACQUISITION OF RIGHT-OF-WAY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify)

CONTRACTOR'S FLAGGING
RAILROAD PROTECTIVE SERVICES

\$40,000.00
7,500.00

TEMPORARY EROSION CONTROL
ON THE JOB TRAINING

4,000.00
4,000.00

PERMANENT PAVEMENT STRIPING
W/STATE FORCES

4,000.00

STAGE CONSTRUCTION PAVEMENT STRIPING W/STATE FORCES \$500.00

CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S NOVEMBER 10, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE LOCATION OF THE LOCKED GATE ACCESSSES SHOWN ON THE PROJECT PLANS HAVE NOT BEEN APPROVED AND THIS AUTHORIZATION IS GRANTED WITH THE UNDERSTANDING THAT THEY WILL NOT BE CONSTRUCTED UNTIL THEY ARE APPROVED BY THIS OFFICE.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY COME DUE AND PAYABLE UNDER SECTION 109.12 - "FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HERewith.

THIS AUTHORIZATION IS CONDITIONED ON YOUR OBTAINING RIGHT OF ENTRY AND USE OF ALL RIGHT OF WAY PRIOR TO REQUEST FOR CONCURRENCE IN AWARD.

DATE
12-1-71

SIGNATURE OF APPROVING OFFICIAL

TITLE
FOR DIVISION ENGINEER

REF

NOV 18 1971

Form FHWA-121 (12-67)

FOR FILE

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

Memorandum

EHS-

I-80N-2

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 15, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon EHS I-80N-2(50)16
Sandy River - Multnomah Falls Section

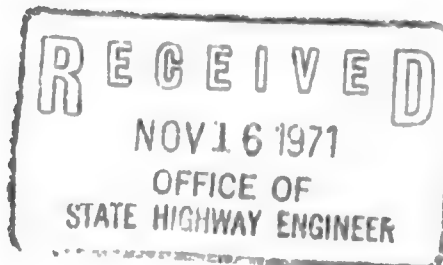
In response to Mr. Hall's November 2 letter, a credit of \$0.015
per pound to the Federal-aid project for the old rail is acceptable.

NOTED
F. E. KUBER

11-18-71

Young - Hall - Shoog

NOTED
TOM EDWARDS



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN



RECEIVED
NOV 9 - 1971

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING SALEM, OREGON • 97310

November 2, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Ernest J. Valach

Gentlemen:

Pursuant to our conversations relative to salvaging median barrier rail members on the Sandy River-Multnomah Falls Project (Project No. EHS-I-80N-2(50)16), we propose to handle the matter in the following manner.

1. We will specify that the median barrier rail members not reused in the permanent installation of new guard rail will remain the property of the State and are to be stockpiled at our maintenance yard at Cascade Locks.
2. We will credit the Federal-aid Project in the amount of money equal to \$0.015 per pound for the material salvaged by the State. This unit price was determined as follows:
 - a. Scrap value of the materials - \$0.0075 per pound.
 - b. Extra cost to the contractor for extra handling, sorting, and hauling materials to State maintenance yard at Cascade Locks - \$0.0075 per pound..
 - c. We will initially credit the project for the following amount of money.

Guard Rail Panels 425,000 lbs @ \$0.015 \$6,375

Mr. Robert E. Simpson
November 2, 1971
Page 2

The actual credit to the project will be adjusted when the actual quantities of materials salvaged and delivered to the maintenance yard is determined.

We believe the above set forth manner of handling this matter is in the public interest and solicit your approval for the salvaging of this material.

Very truly yours,

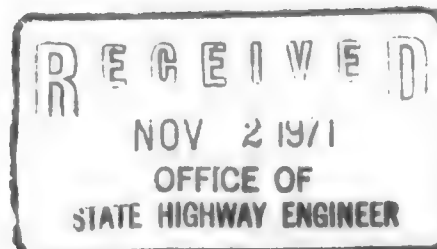
R. L. Porter
State Highway Engineer
By:

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

CGS:jh

cc: F. B. Klaboe ✓
L. H. Young
Robert Bothman
L. W. Rulien
J. F. Putnam



NOV 18 1971

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

CHS-
T-81N
7617

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 15, 1971

In reply refer to: 08-35-DA

FROM : *for* R. E. Simpson, Division Engineer
Salem, Oregon

W. Laach

K. Labbe

SUBJECT: Oregon Project I-80N-2(50)16
Sandy River - Multnomah Falls Section
Overlay and Safety

Use of a concrete median barrier on this section is approved.

11-18-71

Hell

RECEIVED
NOV 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS



NOTED
F. B. LABBE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

10' 2' 7" (12-67)

U NOV 17 1971 UNITED STATES GOVERNMENT

Memorandum

EH5-I-80N-2

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: November 12, 1971

In reply refer to: 08-35-DA

SUBJECT: Oregon EHS I-80N-2(50)16, Sandy River-Multnomah Falls Section
Oregon EHS I-80N-6(52)237, Meacham-Hilgard Section
Policy Statement on Guardrail Reconstruction
on Interstate Safety Projects

*K. Edwards
11-16-71*

Mr. Edwards' November 9 letter requested approval to specify new W-beam guardrail on Interstate safety projects where existing painted guardrail is being upgraded to modern design.

A cost analysis is presented which shows only a minor difference in bid prices on recent projects which provided for either totally new rail or permitted reuse of the existing rail.

With the recognized advantages of added safety during construction reduced maintenance and improved long term appearance of new galvanized rail and your cost experience which shows little benefit in reusing the old rail I will approve the use of new galvanized rail on the subject sections. This approval is for the purpose of developing additional cost experience to substantiate future use of new rail. It would be appropriate to closely monitor the safety advantages during construction on these two projects to further substantiate the future use of new rail.

NOTED
R. E. KASOJA



11-17-71
REFERRED TO
Hall
By _____
Div. _____

RECEIVED
NOV 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 10 1971

FOR FILING

November 9, 1971

Mr. R. L. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Simpson:

Re: Policy Statement on
Guardrail Reconstruction

Unpainted galvanized W-beam has now been specified for guardrail for several years because of the excessive maintenance cost of painted rail. The existing painted guardrail that was installed several years ago is generally ungalvanized and subject to rapid deterioration, with loss of paint from sanding operations and weathering.

Safety projects such as the Sandy River-Multnomah Falls Section and the Meacham-Hilgard Interchange Section on Interstate 80N require the existing guardrail to be moved by setting it back from the shoulder and adding blocks and posts. In doing this, the existing rail must be salvaged and reinstalled or new rail used. The difference in cost of this alternate is only a few cents per foot. The cost analysis is detailed as follows:

RECONSTRUCTION WITH OLD W-BEAM

<u>Cost</u>	<u>Item</u>
\$1.15	Cleaning and Painting
1.30	Additional Posts, Blocks and Hardware
2.05	Installation
<u>\$4.50</u>	

CONSTRUCTION WITH NEW W-BEAM

<u>Cost</u>	<u>Item</u>
\$2.60	Materials
2.05	Installation
<u>\$4.65</u>	

Mr. R. E. Simpson
November 9, 1971
Page 2

Costs shown reflect future anticipated increases. The difference of 15 cents per foot is about the salvage value of the old rail for scrap metal. A review of average bids for reconstructing old rail and constructing new rail was also made. The names of these projects and average bid prices follow:

AVERAGE BID PRICES FOR TYPE 2A GUARDRAIL
WHERE REUSE OF OLD GUARDRAIL PERMITTED

<u>Project</u>	<u>Date</u>	<u>Lin. Ft.</u>	<u>Avg. Bid Price</u>
N. Fk. Jacobsen Gulch-N. Ontario	July 1971	17,400	\$3.83
Jumpoff Joe-Grants Pass	May 1971	37,000	3.18
N. Portland Blvd.-Capitol Hwy.	Feb. 1971	15,000	4.21
Halsey Int.-Lane Co. Line	Nov. 1970	11,700	3.98
Rock Point-Seven Oaks	June 1970	31,200	3.85
	Average		\$3.81

AVERAGE BID PRICES FOR
NEW TYPE 2A GUARDRAIL

<u>Project</u>	<u>Date</u>	<u>Lin. Ft.</u>	<u>Avg. Bid Price</u>
E. Unit Pendleton-Emigrant Hill	May 1971	60,000	\$4.01
La Grande-Ladd Canyon	May 1971	12,000	4.02
N. Powder-Powder River	Dec. 1970	7,000	4.01
Baldock Slough-Richland	Nov. 1970	2,000	3.97
Richland-S. Baker	Mar. 1971	15,400	3.94
	Average		\$3.99

This data shows that the cost of reconstructing with salvaged painted rail almost equals the cost of new galvanized rail. Also, the continuous protection of hazards is possible by specifying the new rail, while salvaging involves a period without protection.

Mr. R. E. Simpson
November 9, 1971
Page 3

For reasons of economy in maintenance, safety and aesthetics we ask your concurrence in reconstructing guardrail with new rather than salvaged W-beam where this policy can be supported by data such as given in this letter.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

bc R. L. Porter
F. B. Klaboe
Frank Hall

FLH:jh ja

TRANSACTION NUMBER 11-65

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT
OREGON
DATE
11-11-71

BY (Signature)

MR. YOUNG'S NOVEMBER 2, 1971 LETTER

TITLE
PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS
☒ PAI ☐ PAP ☐ PAU ☐ PAS ☐ OTHERS

STAGE 1
ITEM NOS. THRU

STAGE 2
ITEM NOS. 665 THRU

ITEM NO. PROJECT NOS.

LENGTH (Miles) TOTAL ESTIMATED COST

FEDERAL FUNDS

OTHER IDENTIFICATION AND/OR REMARKS (Show)

LOCATION WORK

065 EHS-1-80N-2(50)16

13.3

4,150,000

3,828,700

SANDY RIVER -
MULTNOMAH FALLS SECTION

GRADE, DRAIN, HIGH
TYPE PAVEMENT,
REVISE OR INSTALL
GUARDRAIL, MEDIAN
BARRIER, SIGNING
AND MINOR SAFETY
WORK.

NOTED
F. R. KLABER

REMARKS (Division)

RECEIVED
NOV 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

11-17-71

Young

10-9-71
ch

NOV 17 1971

7677

RECOMMENDED
SIGNATURE AND TITLE

DATE
11-11-71

APPROVED
SIGNATURE AND TITLE
R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

RECEIVED
NOV 30 1971

FOR FILING

EH5-
I.86N-2(50)16
7677

November 10, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Complete P.S. and E. documents have been submitted to your department for each of the following Federal-aid Projects, and accordingly, we are requesting your authorization to advertise for bids to be received on December 16, 1971:

EH5-I-86N-2(50)16 _____ Sandy River-Multnomah Falls Section
EH5-T-5023(14) _____ S.W. 72nd Ave.-S.W. Greenburg Rd. (Tigard)
EH5-T-5023(16) _____ N. Powell Blvd. at Hood Ave. (Gresham)

Compliance with paragraph 16 of FPM 21-6.3 has been met concerning project selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wild-life protection on this project.

In compliance with Mr. Whitten's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

Mr. R. E. Simpson
November 10, 1971
Page 2

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by FPM 21-12.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

Attachment

FORM PR-1 (REV. 4-61)				FEDERAL -			
MONTHLY TRANSACTION NO.				11-2-71			
DATE SUBMITTED TO H.O.							
CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) I-80N E. End Sandy Riv. Br. E. 13.3 mi.			ADT	PRESENT 10,100	FUTURE 16,800
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr. High-type Pave.			NATL. FOREST	PH ROUTE NO.	SUPV AGENCY	DA CLASSIF.
CARD 4	CLASS OF FEDERAL FUNDS Interstate			DA AREA		EMERG. YR.	
NAME OF URBAN AREA				ROUTE NO. I		COUNTY NAME	
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)
1	(1415)	(16)	41	42	43	46 53	I-80N E. End Sandy Riv. Br. E. 13.3 mi. (Sandy Riv.-Multnomah Falls Section)
5					PE		
5					ROW		
5					CONST (CODE) Safety 6201		
PREPARED BY				PROJECT TOTALS		MILES	
CARD 1	CODE 1	PROGRAM APPROVAL DATES			TOTAL ESTIMATED COST		FEDERAL
1	14				13.3		1,98
				13.3		1,84	
				13.3		3,8	

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

2-71

3.3 mi.		ADT		PRESENT 10,100	FUTURE 16,800	YEAR 91	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 042	ITEM NO. 665
SUPV AGENCY		DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) HNUMBER		SEQ. NO.	I Projects Only POST MI. DESIG.		
				EHS		EHS-I- 80-2		(50)	16 N 27		
COUNTY NAME Multnomah				CODE 051		PROGRAM STAGE ☐ 1 OR ☒ 2					
ROUTE NO. I		FEDERAL-AID I-80N		STATE 2		U.S. I-80N					
ESTIMATED PROJECT COST BY PHASES											
MILES	TOTAL ESTIMATED COST		FEDERAL FUNDS		STATE FUNDS		OTHER FUNDS		CHARACTER OF PROPOSED WORK (Full description)		
13.3	2,150,000 2,000,000		1,983,500 1,845,200		166,500 154,800				Gr., dr., 4-12' lanes H.T. pave., with 10' R & 6' L shldr. Install & revise guardrail, median barrier, signing & flatten slopes. Const. scenic overlook area. RR protective service.		
13.3	4,150,000		3,828,700		321,300				ROW - 200' normal; Access Control - full; Parking Restrictions- complete; RR & util- ities - adjustment required including preparatory work.		
REMARKS											

Additional Data: Item 653; Project I-80N-2(49)16

-OVER-

SANDY RIVER-MULTNOMAH FALLS SECTION
Project EHS-I-80N-2(50)16

Remarks Continued:

Tunnel Point Scenic Overlook area information for PR 37B; on R/W-1; R/W-F; Sanitary Facility-N.

Roadway Type Code 6201

Construction of an overlay of additional AC pavement to strengthen pavement structure on the existing four 12' lanes with 10' R and 6' L shoulders. Revise Tunnel Point Scenic Overlook entrance and exit ramps and pave the parking area. Revise the eastbound "off" and "on" ramps at Rooster Rock Interchange. Railroad protective service will be charged to this project. (Est. Cost \$2,000,000.)

Safety Improvement: Consists of grading to ease slopes, adjusting and removal of guardrail, installation of concrete median barrier, relocate or modify existing signs to breakaway type and necessary incidental work to bring this section up to Interstate Safety Standards.

NOTE: The necessary landscaping of this section and the Tunnel Point Scenic Overlook comfort and convenience facilities will be done under a separate project or projects in the future as "stage construction". The requirements of PPM 20-8, PPM 90-1 and IM 50-1-70 complied with on this section of highway includes all the elements necessary to complete this section even though some elements of the work are accomplished later under a separate project or projects.

On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

Design Approval: FHWA concurred, in their memorandums of October 14, 1970 and May 26, 1971, that design approval had been given prior to January 18, 1969, the effective date of current PPM 20-8.

Clearinghouse Approval:

State: Exempt from review under working agreement of April 28, 1970.

District 2: Approved under CRA's letter of October 9, 1970.

Environmental Statement: Negative declaration concurred in by FHWA on August 2, 1971.

Utilities: Adjustment of the following (Type Code Y060):

Portland General Electric	\$2,500
Cascade Locks City Light	2,000
UPRR (Signal & Communication)	<u>3,000</u>
	\$7,500

The project qualifies as an "EHS" Project under IM 30-5-71, Section (b), "Emergency Highway Safety Program".

RECEIVED
OCT 29 1971

FOR FILING

EHS-
I-80N-2(50) 16
7677

October 28, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Sandy River-Multnomah Falls Section Safety Project
Columbia River Highway (I-80N)

This project (present ADT is 10,000) has an 8.4-foot paved median for 5 miles and a 16-foot median for 5.7 miles. The existing metal median barrier was installed in 1959 without blocks on 12'6" post spacing with the top of the rail 25 inches above the paved median surface.

The project is planned for a pavement overlay in addition to slope flattening and safety upgrading. The minimum depth of overlay is 2 inches and, in some sections where inadequacy in the original design resulted in subsidence that requires restoring the cross-section slope, additional depth must be placed over the median. The height of the W-beam will be only about 19 to 23 inches after the overlay is placed.

The cost of upgrading the existing metal median by raising it to the proper height, installing extra posts and blocks, cleaning and repainting the steel W-beam, and installing a brush rail is estimated at \$10.25 per foot. The cost of concrete barrier will be about \$10.00 per foot, with some additional cost for drainage on superelevated sections.

The existing median barrier has been subject to frequent impact due to lack of recovery room in the median. The high winds and icing conditions in the gorge contribute to high accident frequency. Maintaining the metal barrier requires equipment in the high-speed lane. Concrete barrier requires no maintenance.

We believe concrete barrier should be the type selected for this project and request your concurrence for the above reasons.

Very truly yours,

cc: R. L. Porter
Tom Edwards
F. L. Hall
L. W. Rulien

R. L. Porter
State Highway Engineer

By

FLH:jg srb

F. B. Klaboe
Assistant State Highway Engineer

TRANSACTION NUMBER 8-48

FORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATE HIGHWAY DEPARTMENT

DATE

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

BY (Signature)
Oregon

8-9-71

CLASS OF FEDERAL FUNDS

☒ FAI ☐ FAP ☐ FAV ☐ FAS ☐ OTHERS

STAGE 1

ITEM NOS. THRU

STAGE 2

ITEM NOS. 653 THRU

ITEM NO. PROJECT NOS.

LENGTH (Miles) TOTAL ESTIMATED COST

FEDERAL FUNDS

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location

Work

53 1 80N-2(49)16

13.3

\$5,000.00

\$4,600.00

Sandy River -
Multnomah

Right of Way

REMARKS (Division)

You are authorized to proceed with all phases of Right of Way acquisition including relocation payments necessary to acquire Right of Way outlined in red on Right of Way Maps 6B-15-13 and 5B-20-4.

AUG 24 1971

FOR FILING

DATE

SIGNATURE AND TITLE

RECOMMENDED

DATE

SIGNATURE AND TITLE

APPROVED

8-9-71

R. E. Simpson, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

MONTHLY TRANSACTION NO.				FORM PR-1 (REV. 4-61)				FEDERAL - AID			
DATE SUBMITTED TO W.O.				8-2-71				(PP)			
CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) I-80N E. End Sandy Riv. Br. to E. 13.3 mi				ADT	PRESENT 10,100	FUTURE 16,800			
										(118) (120) 21 (68) (69) (70) (71)	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Right of way Acquisition				NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. A
										20 62 (63) (65) (66) (68) (69) (70) (71) (72) (73) (74)	
CARD 4	CLASS OF FEDERAL FUNDS Interstate								COUNTY NAME Mul		
								ROUTE NO. I		FEDERAL I	
										17-31	
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	ESTIMATED PROJECT FEDERAL FUNDS	
1	(1418)	118	41	42	43	46	53	(64) (65) (66)	(68) (69)	(66) (67)	
5					PE		I-80N E. End Sandy Riv. Br. to E. 13.3 mi. (Sandy River-Multnomah Falls Section)				
5					ROW			13.3	5,000	4,600	
5					CONST (CODE)						
								13.3	5,000	4,600	
CARD 1	CODE 1	PREPARED BY				PROJECT TOTALS					
1	14	PROGRAM APPROVAL DATES						(118) (119) (120) (121)			

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA (PPM 21-1)

3.3 m		ADT		PRESENT 10,100	FUTURE 16,800	YEAR 91	REGION 08	STATE NAME Oregon	STATE CODE 35	APPM CODE 042	ITEM NO. 653
(66)		(70)(71)(72)		(68)		(70)(71)(72)		(73)		(74)(75)(76)	
DA CLASSIF.		DA AREA		EMERG. YR.	PL. AUTH YR		PROJECT NUMBER		SEQ. NO.	I. Projects Only	
(70)		(71)(72)		(73)	(74)		(75) 14		25 7	13 24 26 27	
PREFIX LETTER(S)		NUMBER		U.S.		CODE		PROGRAM STAGE			
I-		80 - 2		(49)		051		1 OR ☒ X 2			
(114)		(115)		(116)		(117)		(118)		(119)	
COUNTY NAME		FEDERAL-AID		STATE		U.S.		ROUTE NO.		I-80N	
Multnomah		I-80N		2		I-80N		I		I-80N	
(121)		(122)		(123)		(124)		(125)		(126)	
ESTIMATED PROJECT COST BY PHASES											
MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)						
(134)	(135)(136)	(137)(138)	(139)	(140)	ROW acquisition All phases incl. incidentals (Future pavement overlay and revisions of roadway slopes, signs and guardrail.) ROW - 200' normal Access Control - Full Parking Restrictions - Complete						
13.3	5,000	4,600	400								
13.3	5,000	4,600	400								
(141)	(142)(143)	(144)	(145)	(146)	REMARKS Additional Data - Item I-39B Proj. I-80N-2(1)15						
(147)	(148)(149)	(150)	(151)	(152)	" I-39C " I-80N-2(2)15						
(153)	(154)(155)	(156)	(157)	(158)	" I-39F " I-80N-2(5)22						
(159)	(160)(161)	(162)	(163)	(164)	" I-502A " I-80N-2(44)15						

-over-

USCOMM DUSCOMM-DC 48908-P01

Sandy River - Multnomah Falls

I-80N-2 (49) 16

Project Data:

Right of way acquisition: all phases including incidental work as required for the future pavement overlay, and revisions in roadway slopes, signing, and guard rail to conform with current Interstate standards.

System Action, Airports, Railroads, Water Development, Historical and Recreation Areas:

None involved.

Design Approval:

FHWA memo of October 14, 1970, agreed that design approval had been granted prior to January 14, 1969, and FHWA memo of May 26, 1971, agreed that right of way acquisition necessary to adjust fill slopes were of minor significance and did not affect the status of the previously granted design approval.

Public Hearing:

None required.

State and District Clearinghouse Approvals:

District 2 (CRAG) letter of approval submitted under our letter of October 9, 1970, requesting concurrence in design approval. Exempt from State Clearinghouse review under working agreement of April 28, 1970.

Data for PR-37

Relocation assistance-none involved.

Environmental statement in the form of a negative declaration submitted under separate letter of July 23, 1971.

RECEIVED
AUG 5 - 1971

FOR FILING



OREGON STATE
HIGHWAY DIVISION

EH2-
I 91 N-2756 116
HIGHWAY BUILDING
7677

SALEM, OREGON • 97310
July 23, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Sandy River-Multnomah Falls Section
Columbia River Highway (I-80N)
Multnomah County

The subject project is the second stage of a previously approved project. This negative declaration includes a determination that Section 138 of Title 23, U.S.C., does not apply and is to accompany our request for approval of Federal-Aid Highway Project No. I-80N-2(-)16.

LOCATION AND
DESCRIPTION
OF PROJECT

The proposal is to overlay this section of I-80N for a distance of 13.32 miles with an asphaltic concrete wearing surface. The easterly end of the project (M.P. 15.87) is located at the east end of the Sandy River Bridge, and the west end (M.P. 29.19) is located at the west end of the Multnomah Falls parking interchange.

In addition to the overlay, work will include items to meet Interstate Safety Design Standards, such as removing fixed objects, slope flattening, guard rail adjusting and removal, concrete median barrier installation, and sign relocation.

Additional right of way needed is 2.67 acres, which involves one private owner.

PURPOSE
OF
PROJECT

adjustments.

The purpose of this project is to improve the condition of the road surface, and improve safety by providing the necessary grading, paving, signing and guard rail

NOTED

R. D. ASBURY

NOTE
F. B. KLAFF

Young
8.3.71

Shaw
y

Keep
///

Mr. R. E. Simpson
July 23, 1971
Page 2

DISCUSSION OF
ENVIRONMENTAL
IMPACTS

This overlay project will improve the mobility of the traveling public, increase the serviceable life and reduce maintenance endeavors devoted to this section of highway. Sign adjustment, slope flattening, and guard rail removal, will add immensely to public safety. These work items will also improve the visual appearance of this facility -- a significant fact since this highway passes through the Columbia River Gorge, a very scenic and popular recreation area in Oregon. The recreationists using the parks, viewpoints, trails, and other facilities of the region, plus the commercial traffic using this route will be benefited.

Withdrawal of 2.67 acres of private land will preclude other uses, including taxation as private property. There are no improvements nor significant existing uses involved in this taking.

Very small amounts of vegetation and several small alder trees will be removed in grading work. Reseeding and mulching of slopes will be accomplished.

The proposed project traverses an area that has strong regulations on all forms of water and air pollution from embankment work, brush burning, etc. Most brush removed will be disposed of by chipping, and necessary burning, if any, will be done under controlled conditions, possibly within confines of a quarry.

In considering quarry sources, the Corbett quarry was examined. It was determined that controlled removal and benching operations would yield suitable amounts and the result could be a parking area in conjunction with the Corbett interchange and adjacent boat ramp. A separate map has been completed and submitted with this survey. This aspect of the proposal is to be coordinated with the Parks and Landscape Sections of the Oregon State Highway Division, with final approval to be negotiated with the Multnomah County Planning Commission. The quarry is a State-owned source.

Two park areas are affected. One, Tunnel Point turnout, is a small parking area with a historical marker that is served by entrance and exit lanes from the westbound lane only. It is essentially a viewpoint overlooking the Columbia River. No facilities other than the historical sign exist. Minor entrance and exit revisions will be made to facilitate guard rail removal and to allow easing of pavement slopes. The overlay will

Mr. R. E. Simpson
July 23, 1971
Page 3

be extended into the parking area (which is not now paved) in order to maintain smooth grades. The physical aspects of the parking area will be improved by planting and structure work to be done in conjunction with viewpoint development, but no loss in parking area will occur. This proposed work is still in preliminary planning stages.

The second area affected is Rooster Rock State Park, and the accompanying interchange that serves it. Slope flattening, guard rail removal and increasing the radius of the eastbound entrance ramp at the park are aspects that will materially improve safety and visual qualities in this area. No parkland will be required for these improvements, since the existing right-of-way fence will remain in the same location. Minor vegetation disruption will occur, but reseeding and mulching will be accomplished. If desirable, the interchange may be fully landscaped in the future, which would further benefit park qualities in the vicinity of this interchange.

The attached State Parks Section Memorandum dated July 2, 1971, indicates concurrence with this project as proposed.¹

BASIS FOR
NEGATIVE
DECLARATION This project is essentially confined to improvement of the existing facility with accrued benefits to aesthetics, life of the highway, public safety and mobility, with no detrimental effects to the surrounding environment.

The project requires no park land, has no adverse effects on the parks involved, but, in fact, will materially improve qualities of the surrounding park environment. Therefore, it is my conclusion that a determination as required by Section 4(f) of the Department of Transportation Act is not required. Your concurrence in this matter and in the basis for a negative declaration is respectfully requested.

Very truly yours,

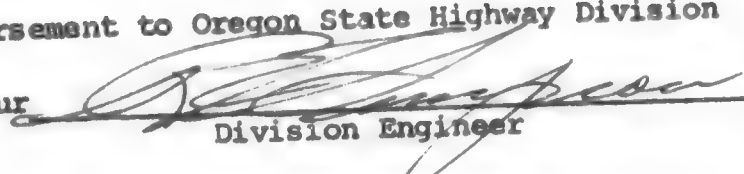
R. L. Porter
State Highway Engineer

By 
F. B. Klaboe
Assistant State Highway Engineer

Mr. R. E. Simpson
July 23, 1971
Page 4

Endorsement to Oregon State Highway Division

Concur


Division Engineer

Date AUG 2 1971

GAP:bb

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe/w enc.
L. H. Young
F. L. Hall
R. N. Chase
L. W. Rulien

¹Attached State Parks Memorandum
dated July 2, 1971.

RECEIVED
JUL 19 1971

UNITED STATES GOVERNMENT
FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

EHS-I-80N-2(-)16

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 15, 1971

In reply refer to: 08-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-80N-2(-)16, Sandy River - Multnomah Falls Section

The negative declaration as submitted by Mr. Klaboe on July 7 is not approved, for the following reasons:

1. The declaration asked for a waiver of Section 4f of the Department of Transportation Act. This office does not have authority to make such a waiver, however a careful review indicates that in the Tunnel Point lookout and the Rooster Rock State Park no work or change in right of way is involved - consequently application of Section 4f is not an issue. The statement should be rewritten accordingly.

2. The project is the second stage of a previously approved former project. This information should be contained in the declaration.

Enclosure - 2 cys
Ltr, 7-7-71, Porter to Simpson

Simpson:nig

RECEIVED
JUL 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

*Young handling
7-19-71*



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 20 1971

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

EHS-
I-80N-2(50)16
TO :
7677

Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(-)16
Sandy River-Multnomah Falls Section
Design Approval

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: May 26, 1971

In reply refer to: 08-35-EC

Klaboe

Reference is made to Mr. Klaboe's May 20 letter on subject.

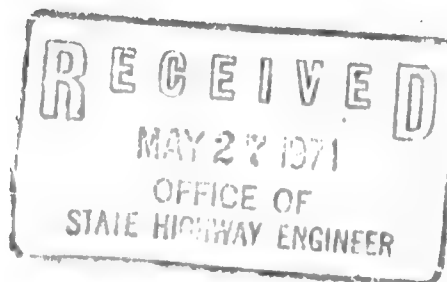
It is agreed that the proposed acquisition of the right of way strips necessary to adjust the fill slopes to eliminate sections of guardrail are of minor significance and do not affect the status of the previously granted design approval for this section.

5-27-71
REFERRED TO

Hall-Jung
By ASST. STATE HWY. ENGR

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 20 1971

FOR FILING

Conrad
nm
Col R (u)

May 20, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Sandy River-Multnomah Falls Section, I-80N
Oregon Project I-80N-2(-)16

Your letter of October 14, 1970, indicated design approval of this project contingent upon acquisition of no additional right-of-way.

It is now desirable to flatten the fill slopes to 4:1 in order to eliminate certain guardrail sections. This will necessitate acquiring two strips of right-of-way varying up to 40 feet in width and one semitriangular piece. One strip is 4,900 feet long on the north side of the existing right-of-way between Stations 560+00 and 609+00, and the other is only 410 feet long on the south side of the on-ramp from Station 528+90 to 533+00. The semitriangular piece is a maximum of 150 feet wide and extends from Station 531+00 to 532+50. This area is a hole bounded by an existing dike, an approach road and off-ramp. It is desirable to fill the hole for esthetic purposes.

These pieces are the property of Reynolds Aluminum Company; they have indicated they will donate the property to the State prior to advertising for bids in the interest of expediting the facility. Reynolds Aluminum has indicated no objection to the project.

In view of the above, we request your concurrence that the proposed acquisition of right-of-way strips is of minor significance and will not affect the status of the design approval previously received.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
F. L. Hall
D. H. Moehring

RWE:ia srb

RECEIVED
MAY 14 1971

FORM E-30 (REV. 10-69)

FOR FILING

EHS-

I-80N-2(50)16

7677

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

March 24, 1971

To: Mr. T. W. Litchfield
Railroad and Utilities Engineer
Salem

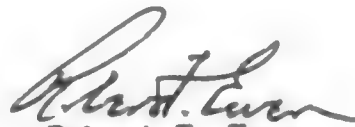
SUBJECT: Sandy River-Multnomah Falls Section
Columbia River Highway I-80N
Railroad Encroachment
Prefix 626-1948

As per our recent field trip and discussions, I have prepared cross sections and colored print of existing Union Pacific Railroad encroachment map for your preliminary study and tentative approach to the railroad.

These sections and map should be reviewed by yourself and Mr. Frank Hall relative to final planning of this proposed project. Again, I emphasize that these are for use for preliminary study only.

These cross sections also provide for eliminating considerable guardrail by utilizing 4:1 slopes ~~and~~ a general "median type treatment" for the area between the railroad and highway where we are closely parallel to the railroad.

Our estimate is nearing final stages and will be completed on the basis of these cross sections. Any revisions will be required in Salem design.


Robert T. Ewen
Resident
Locating Engineer

RTE/bd

att

cc: L. W. Rulien
R. H. Rumbolz

Routing

_____ Morgan _____	_____ Pease _____
_____ Decker _____	_____ Swen _____
_____ Bond _____	_____ Glenn _____
_____ Vukobrat _____	_____ Litchfield  _____
_____ Buchino _____	_____ Wallagher _____
_____ Johnson _____	_____ Stein _____

RECEIVED
MAR 25 1971
CONSTRUCTION
DIVISION

RECEIVED
Form FHWA-121 (2-67)
OCT 19 1970
UNITED STATES GOVERNMENT

Memorandum

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(-)16
Sandy River-Multnomah Falls Section
Design Approval

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: October 14, 1970

In reply refer to: 08-35-EC

Handwritten:
2/16/71
CH FSW
10-16-76

Based on the arguments presented in Mr. Ellison's October 9 letter it is agreed that design approval for the construction of the pavement overlay, the minor safety work in accordance with recommendations in AASHO's "yellow book" and the updating of the Tunnel Point Scenic Overlook, all within the subject section, had been granted prior to January 14, 1969, the effective date of the current PPM 20-8.

Handwritten:
orig to Young
copy to Hall

Handwritten:
10-16-70

NO 120
F.B. KLABOE



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 9 - 1970

FOR FILING

October 9, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Design Approval
Sandy R. - Mult. Falls Sec.
(Pav't Overlay & Safety Work)
Project I-50N-2(---)16
Columbia River Highway
Multnomah County

Dear Sir:

We hereby request your concurrence that design approval was given for the subject project by the Federal Highway Administration prior to January 14, 1969, the effective date of current PPM 20-8, and that the requirements of PPM 20-8 have been fulfilled based on the following data:

- (1) The Federal Highway Administration authorized on July 13, 1967, Preliminary Engineering Project I-50N-2(44)15, Sundial-Douneville Sec. which incorporates the subject project, including all phases consisting of field investigation, preliminary plans, estimates and P.S. & E. preparation of safety factors required to bring this section up to present "safety" standards.
- (2) The Federal Highway Administration authorized on October 15, 1969, a minor program change on Project I-50N-2(44)15 extending the character of the proposed work to include all phases of Preliminary Engineering including P.S. & E. preparation for the future pavement overlay.
- (3) The Federal Highway Administration approved, for the subject project, in their memorandum of August 25, 1967, for estimate purposes, pavement overlay thickness for the 1968 Interstate Cost Estimate compiled in accordance with Section 104(b)(5), Title 23, U.S. Code, Highways.
- (4) The Federal Highway Administration approved, for estimate purposes, the necessary revisions to update the Tunnel Point Scenic Overlook area for the 1970 Interstate Cost Estimate compiled in accordance with Section 104(b)(5), Title 23, U.S. Code, Highways.

Mr. R. E. Simpson
October 9, 1970
Page 2

The work to be accomplished under the subject project is (A) the placement of an overlay of high-type pavement, on the traffic lanes and shoulders, required to increase the structural strength of the existing highway facility, (B) safety work throughout comprised of adjusting and updating guard rail, median barrier, signs and flattening of some slopes, according to the safety features and practices set forth in AASHO's "Yellow Book" and, (C) the updating to present Interstate standards the westbound "Tunnel Point Scenic Overlook" area by making necessary revisions to the entrance and exit ramps, paving and striping the parking area and providing features common to this type of motorist service; e.g., sun shelter, benches, picnic tables, etc.

The Federal Highway Administration has indicated in previous correspondence that their acceptance in February, 1967 of the standards recommended in the "Yellow Book", "Highway Design and Operational Practice Related to Highway Design", published by AASHO, was considered as design approval for the proposed safety work.

Enclosed is a copy of District No. 2 (CRAG) Clearinghouse's letter of September 4, 1970, in reply to our July 20, 1970 Notice of Intent, expressing their approval of the project.

The subject project is exempt from State Clearinghouse review under working agreement dated April 28, 1970.

We trust the foregoing information is sufficient for you to grant the concurrence as requested in the first paragraph.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

JG:bb

cc: F. B. Klabee
Frank L. Hall
R. W. Ellison
B. L. Gifford
R. N. Chase

RECEIVED
OCT 9 1970
FOR
AC

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331

CLACKAMAS COUNTY, OREGON
Cities in Clackamas County

CLARK COUNTY, WASHINGTON
Cities in Clark County

MULTNOMAH COUNTY, OREGON
Cities in Multnomah County

WASHINGTON COUNTY, OREGON
Cities in Washington County

September 4, 1970

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

Please be informed that on August 21, 1970, the Executive Committee of the Columbia Region Association of Governments reviewed the following applications submitted by the Oregon State Highway Division:

- A. * Indian John Island acquisition in the amount of \$17,075 MULT. CO. 302
- B. * Milwaukie Riverfront Park #1 in the amount of \$12,500 CLACK. CO. 302
- C. * Happy Valley Park Roadway CLACK. CO. 302
- D. * Harmony Road Interchange--Cascade Highway CLACK. CO. } ROAD IMPR.
- E. * East Portland Freeway-Hubbard Interchange WASH. CO. }

The Committee found that each of these recreation and beautification projects are compatible with the Portland-Vancouver Metropolitan Open Space and Recreation Planning programs. Therefore, the Executive Committee of the Columbia Region Association of Governments does hereby urge the funding of these applications.

In addition to the above projects, the Committee also reviewed the Oregon State Highway Division's proposal to improve the Columbia River Highway between Sandy River and Multnomah Falls. The Committee endorsed this project as being compatible with the highway needs of this area. However, the Committee urges the State Highway Division that the work to be done under this project must be done in such a manner as to complement and to enhance the scenic beauty of the Columbia Gorge.

BEN GIFFORD

Sincerely,

Homer C. Chandler

cc: R. E. Simpson D. H. Moehring
L. P. Shaw H. S. Cox
W. J. McCallum L. W. Rulien
Frank L. Hall John Sheldrake
HCC:jec 9-8-70

Homer C. Chandler
Executive Director

COPIED
R. W. ELLISON

RECEIVED
SEP 8 1970
PROGRAM & PLANNING
DIVISION

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Sandy River-Multnomah Falls
Columbia River Highway
Multnomah County
July 20 1970

FROM: Applicant Agency State Highway Division
Contact Person L. H. Young
Salem
Address 4563
Phone

1. Project requires Emergency Board approval of agency federal fund limitation: Yes.....No ☒ (if "yes", please also submit the information called for on page 3, Notice of Intent)

2. Project Location

Administrative District Two (2) City --
County Multnomah Special District(s) (if applicable) CRAG
Other affected jurisdictions/agencies --

3. Federal Program

Common Program Name Federal-Aid Interstate
Authorizing Legislation Title 23, U.S.C. Highways
Public Law No. and Title
Fed. Admin. Dept. of Transportation Original Application ☒
Agency Bureau of Public Roads Renewal Application

4. Estimated Project Cost

Federal Share	\$ 2,115,000	Source of State Agency Share
Loan..... Grant ☒		
Local Applicant Share (if any) \$	--	General Fund \$ --
State Agency Share \$	235,000	Other Funds (specify) \$ --
Other (Specify) \$	--	Indirect Cost Reimbursement
		No ☒ Yes \$ (Approx)
Total	\$ 2,350,000	

Will Federal share change: No ☒
Yes, from% to.....%
When.....

OREGON STATE HIGHWAY DIVISION

SKETCH MAP

SANDY RIVER ~ MULTNOMAH FALLS SECTION COLUMBIA RIVER HIGHWAY MULTNOMAH COUNTY



OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 15, 1970

SUBJECT: FBK - 3376

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Surfacing Deterioration
Sandy River-Multnomah Falls
I-80N

A visual examination of surfacing on the above section was carried out on May 11 in company with Larry Rulien and Edgar Johnsen. Evidence of distress in the form of "alligator" and "ladder" type cracking, while not continuous, was observed thruout the section in both east and west bound lanes. Areas of rutting were also observed.

The contract to bring this section to four lanes was awarded 10-7-58. Completion date was 7-13-60. Surfacing section for new work was 4-inches of AC over varying depths of base rock. Over the existing lanes a "nominal" 1-1/2 inches with no allowance for levelling.

This section has followed the pattern of other designs of this type - after approximately 10 years service an overlay of substantial proportions is required to restore strength and prevent continual excessive maintenance.

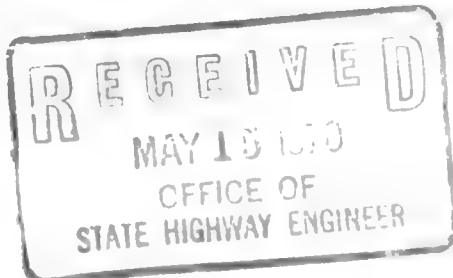
A factor that will contribute to accelerated deterioration here is the regularly occurring adverse winter weather thruout the gorge area, - intermittent rain and snow, freeze and thaw.

On the overlay Priority List compiled in January of 1969 this section was assigned a No. 1 priority for the Division and a No. 2 priority statewide. A high priority is recommended at this time.

Field deflection measurements for determination of O.L. depths will be completed this week. Design can be ready next week.

GLD:fr

cc: D. J. Barbee
L. W. Rulien
Clarence Gregg



F. D. Morgan
Construction Engineer

By *G. L. Decker*
G. L. Decker
Assistant Construction Engineer

Sheet 1 of 5 Sheets

SURFACE RATING

Test Surface Width 38'
Test Surface Area 59000

Card 1
Date April 30 1970
Hwy. No. 2
Hwy. Name Columbia River

Notes and Computations

M.P. 16

38' Alligatored, % 12' x 1000' = 12,000
Patched, %
Wheel Rut, % 1/2" x 1320' x 4 ruts x 10 = 2,200
Traffic Erosion, % 20%

M.P. 17

38' Alligatored, % 12' x 1,320' = 15,800
Patched, %
Wheel Rut, % 1/4" x 1320' x 4 ruts x 10 = 1,100
Traffic Erosion, % 20%

M.P. 18

38' Alligatored, % 8' x 400' + 12' x 1000' + 8' x 1000' = 5,200
Patched, %
Wheel Rut, % 1/4" x 1320' x 4 ruts x 10 = 1,100
Traffic Erosion, % 20%

M.P. 19

38' Alligatored, % 12' x 1320' = 15,800
Patched, %
Wheel Rut, % 1/4" x 1320' x 4 ruts x 10 = 1,100
Traffic Erosion, % 20%

Field %

2	4	0

Weight Factor

2	4	0

10 14 18 22

11 15 19 23

3	1	7

29 33 37 41

30 34 38 42

1	0	4

48 52 56 60

49 53 57 61

3	1	7

67 71 75 79

68 72 76 80

Sheet 2 of 5 Sheets

SURFACE RATING

Test Surface Width 32'

Test Surface Area 42,200

Card

1

Date April 30, 1970

Hwy. No.

2

Hwy. Name Columbia River

Notes and Computations

M.P.

20

32'

Alligatored, % $12' \times 400' = 4800$

Patched, % $24' \times 100' = 2400$

Wheel Rut, % $\frac{1}{4}'' \times 1320' \times 4 \text{ ruts} \times 10 = 1100$

Traffic Erosion, % 20%

Field %

1	1.4	10
	5.7	14
	2.6	18
2	0.0	22

Weight Factor

	11	23
	15	
	19	

M.P.

21

26

32'

Alligatored, % $8' \times 40' = 320$

Patched, %

Wheel Rut, % $\frac{1}{4}'' \times 1320' \times 4 \text{ ruts} \times 10 = 1100$

Traffic Erosion, % 20%

0.8	29
	33
2.6	37
2.0	41

	30	42
	34	
	38	

M.P.

22

45

32' Alligatored, % $12' \times 100' + 12' \times 100' + 12' \times 100' = 3600$

Patched, % $22' \times 100' + 22' \times 100' = 4400$

Wheel Rut, % $\frac{1}{4}'' \times 1320' \times 4 \text{ ruts} \times 10 = 1100$

Traffic Erosion, % 20%

8.5	48
10.4	52
2.6	56
2.0	60

	49	61
	53	
	57	

M.P.

23

64

32' Alligatored, % $12' \times 100' + 4' \times 200' = 3000$

Patched, %

Wheel Rut, % $\frac{1}{4}'' \times 1320' \times 4 \text{ ruts} \times 10 = 1100$

Traffic Erosion, % 20%

4.7	67
	71
2.6	75
2.0	79

	68	80
	72	
	76	

Sheet 2A of 5 Sheets

SURFACE RATING

Test Surface Width _____
Test Surface Area _____

Card 1
Date April 30 1970
Hwy. No. 2
Hwy. Name Columbia River

Westbound

Notes and Computations

M.P. 20

Field %

Weight Factor

32' Patched, %
Alligatored, % $1/2' \times 1320' = 15800$
Wheel Rut, % $1/4' \times 1320' \times 4 \text{ ruts} = 1100$
Traffic Erosion, % 20%

3	7	4
2	0	0

M.P. 18

3	1	7
2	0	0

38' Patched, %
Alligatored, % $1/320' \times 12' = 15800$
Wheel Rut, % $1/4' \times 1320' \times 4 \text{ ruts} = 1100$
Traffic Erosion, % 20%

3	1	7
2	0	0

M.P. 16

6	3	4
2	0	0

38' Alligatored, % $24' \times 1320' = 31700$
Patched, %
Wheel Rut, % $1/4' \times 1320' \times 4 \text{ ruts} = 1100$
Traffic Erosion, % 20%

6	3	4
2	0	0

M.P. 64

Alligatored, %
Patched, %
Wheel Rut, %
Traffic Erosion, %

Sheet 3 of 5 Sheets

SURFACE RATING

Test Surface Width 38'

Test Surface Area 50000

Card

1

Date April 30, 1970

Hwy. No.

2

Hwy. Name Columbia River

Notes and Computations

M.P.

24

38' Alligatored, %/o. $12' \times 100' + 12' \times 200' + 12' \times 800' + 12' \times 300' = 16,800$

Patched, %/o. $22' \times 100' + = 2,200$

Wheel Rut, %/o. $\frac{1}{4}'' \times 1320' \times 4 \text{ ruts} \times 10 = 1,100$

Traffic Erosion, %/o. 20%

Field
%/o

Weight
Factor

3	3	6
	4	4
	2	2
2	0	0

10
14
18
22

11
15
19
23

M.P.

25

26 Alligatored, %/o. $12' \times 600' = 7,200$

38' Patched, %/o.

Wheel Rut, %/o. $\frac{1}{4}'' \times 1320' \times 4 \text{ ruts} \times 10 = 1,100$

Traffic Erosion, %/o. 20%

1	4	4
	2	2
2	0	0

29
33
37
41

30
34
38
42

M.P.

26

45 38' Alligatored, %/o. $12' \times 100' + = 1,200$

Patched, %/o.

Wheel Rut, %/o. $\frac{1}{4}'' \times 1320' \times 4 \text{ ruts} \times 10 = 1,100$

Traffic Erosion, %/o. 20%

	2	4
	2	2
5	0	0

48
52
56
60

49
53
57
61

M.P.

27

64 38' Alligatored, %/o. $8' \times 100' + 12' \times 200' + 12' \times 200' = 5,600$

Patched, %/o.

Wheel Rut, %/o. $\frac{1}{4}'' \times 1320' \times 4 \text{ ruts} \times 10 = 1,100$

Traffic Erosion, %/o. 20%

1	1	2
	2	2
5	0	0

67
71
75
79

68
72
76
80

Sheet 34 of 5 Sheets

Test Surface Width 38

Test Surface Area 59000

SURFACE RATING

Card

Date April 30 1970

Hwy. No.

Hwy. Name Columbia River

1

2

Notes and Computations

M.P.

West bound
24

36'

Alligatored, % $24' \times 1320' = 31,700$

Patched, %

Wheel Rut, % $\frac{1}{4}'' \times 1320' \times 4 \text{ ruts} \times 10 = 1,100$

Traffic Erosion, % 20%

M.P.

26

Alligatored, %

Patched, %

Wheel Rut, %

Traffic Erosion, %

M.P.

45

Alligatored, %

Patched, %

Wheel Rut, %

Traffic Erosion, %

M.P.

64

Alligatored, %

Patched, %

Wheel Rut, %

Traffic Erosion, %

Field
%

634
212
2010

22

Weight
Factor

11
15
19

23

29
33
37

41

30
34
38

42

48
52
56

60

49
53
57

61

67
71
75

79

68
72
76

80

Sheet 4 of 5 Sheets

SURFACE RATING

Test Surface Width 38'

Test Surface Area 59000

Card

1

Date April 30 1970

Hwy. No.

2

Hwy. Name Columbia River

Notes and Computations

M.P.

28₇

Alligatored, % $12' \times 400' = 4800$

Patched, % $34' \times 400' = 13600$

Wheel Rut, % $\frac{1}{4}" \times 1320' \times 4 \text{ cuts} \times 10 = 1100$

Traffic Erosion, % 20%

Field %

		29.6
2	7.2	10
2	2.2	14
2	0.0	18
		22

Weight Factor

		11
		15
		19
		23

M.P.

29₂₆

Alligatored, % $8' \times 400' + 12' \times 500' = 9200$

Patched, %

Wheel Rut, % $\frac{1}{4}" \times 1320' \times 4 \text{ cuts} \times 10 = 1100$

Traffic Erosion, % 20%

1	8.4	29
		33
	2.2	37
2	0.0	41

		30
		34
		38
		42

M.P.

30₄₅

Alligatored, % $12' \times 400' + 12' \times 100' + 12' \times 200' = 8400$

Patched, %

Wheel Rut, % $\frac{1}{4}" \times 1320' \times 4 \text{ cuts} \times 10 = 1100$

Traffic Erosion, % 20%

1	6.8	48
		52
	2.2	56
2	0.0	60

		49
		53
		57
		61

M.P.

31₆₄

Alligatored, % $12' \times 1320' = 15800$

Patched, %

Wheel Rut, % $\frac{1}{4}" \times 1320' \times 4 \text{ cuts} \times 10 = 1100$

Traffic Erosion, % 20%

3	1.6	67
		71
	2.2	75
2	0.0	79

		68
		72
		76
		80

Sheet 5 of 5 Sheets

SURFACE RATING

Test Surface Width 38'

Test Surface Area 59000

Card

1

Date April 30 1970

Hwy. No.

2

Hwy. Name Columbia River

Notes and Computations

M.P.

32

38' Alligatored, %/

Patched, %/

Wheel Rut, %/ $\frac{1}{4}" \times 1320' \times 4 \text{ ruts} \times 10 = 1100$

Traffic Erosion, %/ 20%

Field %/

2	2	2	2	2
0	0	0	0	0

Weight Factor

23	19	15	11	

M.P.

33

38' Alligatored, %/ $12' \times 400' = 4800$

Patched, %/

Wheel Rut, %/ $\frac{1}{4}" \times 1320' \times 4 \text{ ruts} \times 10 = 1100$

Traffic Erosion, %/ 20%

Field %/

2	2	2	2	2
0	0	0	0	0

Weight Factor

42	38	34	30	

M.P.

34

38' Alligatored, %/ $24' \times 1500' = 36000$

Patched, %/

Wheel Rut, %/ $\frac{1}{4}" \times 1320' \times 4 \text{ ruts} \times 10 = 1100$

Traffic Erosion, %/ 20%

Field %/

2	2	2	2	2
0	0	0	0	0

Weight Factor

61	57	53	49	

M.P.

64

Alligatored, %/

Patched, %/

Wheel Rut, %/

Traffic Erosion, %/

Field %/

Weight Factor

80	76	72	68	

EHS-T-5025 E. Powell Blvd. at Hood Ave. 1971
(16) (Gresham) Sec., Mt. Hood Hwy.
#7678 (Traf. signal install.)

CIA 4355 - 11 - 5 - 71

OREGON STATE HIGHWAY DIVISION

Form A-191-(7-66)
SP-52423-734

Request for Outside Billing
(Or Advice of Cash Transaction)

Address invoice to: **City of Gresham**
City Hall
Gresham, Oregon 97030
Attention of **Mr. Robert L. McWilliams, Manager**

Request No. (assigned by staff engineer or head of division) **ec 1419**
Date **July 19, 1974**
Payer's Order No. (if any)
Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5025(12) & EHS-T-5025(16)
E. Powell Blvd. @ Hood Avenue
City of Gresham
Covered by agreement dated 11/3/71
Contract #7678

Itemized Statement:

CLR-DT FILE #502516

ADVANCE DEPOSIT \$3,000.00

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	3,000.00	
		City costs per attached sheet	<u>3,231.88</u>	
		BALANCE DUE FROM CITY		<u>\$231.88</u>

If payer has made payment for this service, indicate the amount of payment. \$

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. \$ **3,000.00**

Is this a partial or final request for billing? **Final**

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. \$

Give the number of the last previous request in connection with this same service.

Credit distribution:
26-0605-299 \$25.19
26-0606-299 \$3,206.69

Submitted by: **Gary E. Zehner, Urban Program Engineer**

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS

DATE: July 19, 1974

CITY GRESHAM **Contract No.** 7678 **Date Completed** 10/27/72

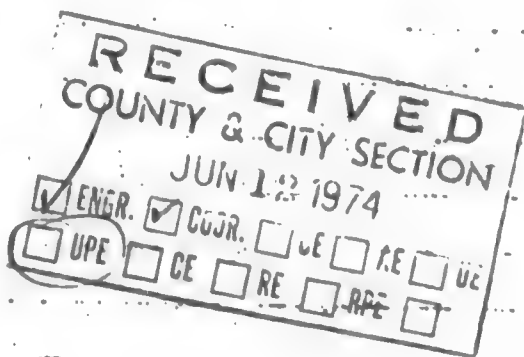
PROJECT # EHS-T-5025(16)
T-5025(12) **Section** E. Powell Blvd. @ Hood Avenue

PAYMENTS TO CONTRACTOR

<u>ITEM</u>	<u>TOTAL COST</u>
Preliminary Engineering	\$ 138.08
Payments to Contractor	12,727.01
Construction Engineering	<u>1,723.24</u>
Total Project Cost	\$14,588.33
Federal Aid funds collected	<u>8,828.79</u>
Balance	\$ 5,759.54
Items in which FHWA did not participate:	
Final contract payment summary	\$230.00
Interest paid to contractor	.63
Construction engineering in excess of 10%	<u>473.60</u>
	<u>704.23</u>
Amount to be shared by City & State	\$ 5,055.31
City share per agreement dated 11/3/71	
50% of \$5,055.31	2,527.65
100% of non-participating items	<u>704.23</u>
	\$ 3,231.88
City's advance deposit - 12/23/71	<u>3,000.00</u>
 BALANCE DUE FROM CITY	 \$ 231.88

Reference: Billing Form cc 1419

F.A. No.	Cont.#	Prefix	Description	F.A. Funds	Date
5-17-02(1)	7546	517-1052	Jump off Joe Co. Loss on Interch.	512,291.58	5-20-
5-2-02(2)	PE	13-0000	Comps with Jump off Joe Co.	601,192.45	5-20-
5-2-02(3)	PE	13-0000	The Dallas-Centre Section	251,951.22	5-20-
5-2-02(4)	PE	13-0000	South Baker-Jed-Nelson Section	250,842.44	5-20-
5-2-02(5)	7688	4-0603	North St. - 14th St. (B-10-10)	44,778.01	5-20-
5-2-02(6)	7702	4-0604	17th St. at Portland Ave. (B-10-10)	15,604.62	5-20-
5-2-02(7)	7702	18-0603	Washington - 14th St. (B-10-10)	34,916.65	5-20-
5-2-02(8)	PE	18-0601	City of Portland (B-10-10) Traffic Plan	8,192.43	5-20-
5-2-02(9)	7551	26-0602	Burnside St. (B-10-10) (B-10-10)	46,836.14	5-20-
5-2-02(10)	7507	3-0601	Report Rec. State St. (B-10-10)	48,953.32	5-20-
5-2-02(11)	7655	31-0602	SW Allen Blvd at Washington Ave. (B-10-10)	41,299.97	5-20-
5-2-02(12)	7648	31-0603	SE McLoughlin Blvd at SE 5th Ave. (B-10-10)	17,978.79	5-20-
5-2-02(13)	7678	26-0606	E. Bond Blvd at Hard Ave. (B-10-10)	8,741.09	5-20-
5-2-02(14)	7702	26-0607	Portland Citywide Traffic Signal (B-10-10)	55,252.29	5-20-
5-2-02(15)	7700	5-0603	Washington Blvd at 10th St. (B-10-10)	23,504.42	5-20-



F.A. No.	Cont. #	Prefix	Description	F.P. Funds	Date Paid
			Financed P.H. Projects		Sent 6/20/73
F-171(12)	7407	26-1012	Columbia Co Line - Burlington Sec.	237,222.88	6/27/73
S-573(1)	7493	503-1013	Airstrip Rd. - Pudding River Br. Sec.	276,098.02	
T-5-4(68) 235	7462	622-1035	Talbot Rd. - N. Albany Interch. Sec.	167,161.84	
T-5-1(67) 36	P.E.	615-1973	Rock Point - Seven Oaks Sec.	28,784.34	
T-205-7(15) 290	7509	634-1049	Tualatin R. - Pac. Hwy. Sec.	79,237.23	
T-5003(2)	P.E.	4-0602	9th St. - 14th St. (Astoria) Sec.	514.65	
T-5005(3)	P.E.	9-0603	Hill St. @ Portland Ave. (Bend) Sec.	1,542.81	
T-5016(2)	P.E.	31-0602	Oak St. - Spruce St. (La Grande) Sec.	1,519.08	
T-5025(1)	7532	26-0601	S.E. 67th Ave. - S.E. 92nd Ave. (Portland) Sec.	32,406.49	
T-5025(9)	P.E.	26-0604	Portland City Wide Traffic Signals	20,146.60	
T-5025(12)	P.E.	26-0605	Powell Blvd. @ Hood Ave. (Gresham) Sec.	13,208	
ER-226(1)	P.E.	38-1418	Arch Cape Slide Section	87.70	
	S.F.	29-44120	{ { { { }	75.40	
	S.F.	29-4712	{ { { { }	90.15	
				10,577.38	

Final Voucher

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DO.O. VOUCHER NO.

GRESHAM

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE
FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED
(PPM 30-6)

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (Insert official or depository named in project agreement)

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Oregon

PAID BY

(For use of Paying Office)

STATE

Oregon

FEDERAL AID PROJECT NO.

EHS-T-3025(16)

VOUCHER PERIOD:

FROM

11-5-71

TO

3-8-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-
MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTI- CIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
\$ 14,450.25	\$ 13,746.02	\$ 1.508	\$ 3,741.00	\$ 3,741.00	\$ 0.00	

RECEIVED DIVISION OFFICE

FIELD AUDIT MADE

PASSED FOR PAYMENT

BY

DATE

BY

DATE

BY

DATE

REMARKS

Oregon
\$ 0.00

V.E. SKOOG, FISCAL OFFICER, OREGON DOT

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	E. POWELL BLVD. AT HOOD AVE. (GREENHAW)					
	MULTNOMAH COUNTY					
	<u>Construction</u>					
	Type Code 4011					
	Traffic Signals (Powell Blvd. at Hood Ave.)					
	Final Contract Payment Summary		Lump Sum		\$ 12,496.38	
	Total Construction Cost				\$ 12,496.38	
	<u>Construction Engineering</u>					
	State		All required		\$ 1,249.64	
	Total Participating Cost				\$ 13,746.02	
	<u>Nonparticipating Items</u>					
	Final Contract Payment Summary		Lump Sum		\$ 230.00	
	Interest Paid to Contractor		All required		\$.63	
	Construction Engineering		All required		\$ 473.60	
	Total Nonparticipating Cost				\$ 704.23	
	Total Cost				\$14,450.25	
	AMOUNT CARRIED FORWARD.....					

SUMMARY OF COMPLETED FEDERAL AID WORK

E. POWELL BLVD. AT HOOD AVENUE (GRESHAM)

EHS-T-5025(16)

<u>Description</u>	<u>Type Code</u>	<u>Total Cost</u>	<u>FA.Funds</u>	<u>Total Length</u>
Traffic Signals (Powell Blvd. at Hood Ave.)	Y031	\$ 14,450.25	\$ 8,741.09	0.00 mile

STATE ~~FILE~~ FILE COPY

7678 2073

cc: OSHD (A E Johnson) Region Wash DC Area Engr Bryant		FINAL ACCEPTANCE REPORT (PPM 20-6.1)		U. S. DEPARTMENT OF TRANSPORTATION Federal Highway Administration Bureau of Public Roads	
REGION NO. 10	REPORT NO. 4	COUNTY Multnomah	DIVISION Oregon		
DATE OF REPORT 3/2/73	REPORT MADE BY P. E. O'Neil, Assistant Area Engineer		PROJECT NO. EHS-T-5025(16)		
COMPLETION DATE 10/27/72	ACCEPTANCE DATE BY CONTRACT AGENCY 12/4/72	TIME ELAPSED 97 %	CONTRACT TIME 225 days		
APPROVED EXTENSIONS None	LOCATION E. Powell Blvd.-Mt. Hood Ave., Portland				

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report. Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.

E. POWELL BLVD.-MT. HOOD AVENUE
MT. HOOD HIGHWAY
Traffic Signals

MAR 08 1973

REGIONAL OFFICE

The work consisted of installing a two-phase pretimed traffic control signal with three-phase capability. The project is a safety improvement because of the high traffic volume on Powell Blvd. and the fact that the City is in the process of extending Hood Ave. southerly to Roberts Ave. which will make Hood Ave. a through thoroughfare.

All physical work was satisfactorily completed in conformance with the approved plans and specifications on October 27, 1972, at which time 218 chargeable days had elapsed. The contract time allowed 225 days.

The final cost of the original contract items was \$12,415, which is the exact amount bid. The total cost for the project including engineering and contingencies was \$13,858.25, an underrun of 3.3%. All of the required supporting documents have been submitted and acceptance of this project is recommended.

RECEIVED
STATE HWY ENGR

3-9-73
C. J. Young

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE P. E. O'Neil for W. N. Bryant	DATE 3-6-73	SIGNATURE Vernon V. Cusack	DATE MAR 08 1973
TITLE Area Engineer		TITLE Acting Division Engineer	

5
RECEIVED
DEC 13 1972

FOR FILING

7678

December 12, 1972

General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

Gentlemen:

On December 8, 1972, we wrote to you concerning release of final payment on Contract No. 7678 awarded to Graham Electric Company for traffic signals on Powell Boulevard at Hood Avenue in the City of Gresham on the Mt. Hood Highway in Multnomah County.

Final payment on this contract is \$632.88 and the total contract amount is \$12,727.01 including \$81.38 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

Re

cc Graham Electric Company
311 N. W. Broadway
Portland, Oregon 97209

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
L. W. Rulien

RECEIVED
DEC 7 - 1972

FOR FILING

7678

December 6, 1972

TO Oregon State Highway Commission

FROM F. E. Kibben
Deputy State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7678 Work Completed October 27, 1972

Project E. Powell Blvd. at Reed Ave. (Gresham)

Highway Mt. Reed County Multnomah

Type of Work Traffic Signals

Contractor Graham Electric Co.

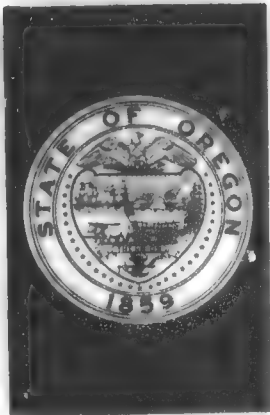
Recommended Acceptance Date December 4, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 12, 1972 for your formal concurrence.

VG:dck

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Kenney
W. J. Hart



**OREGON STATE
HIGHWAY DIVISION**

7678

NOTED
A. E. JOHNSON

RECEIVED STATE HWY ENGR	
NOV 17 '72	
REFER TO	
FOR	
Info	Spec
R/D	D/R
Act	113

HIGHWAY BUILDING • SALEM, OREGON • 97310

G. L. Green, Division Engineer

DATE November 3, 1972

TO

~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
Federal Highway Administration

ORIGINAL SIGNED BY

FROM

L. H. Young
Programing Engineer

Federal Aid Project
No. EHS-T-5025(16)

Request Contract Acceptance

SUBJECT

Handwritten:
OK
11-17-72

Contract 7678, Work Completed October 27, 1972

Project E. Powell Blvd. at Hood Ave. (Gresham)

Highway Mt. Hood

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 30, 1972

Conditions not acceptable: None

VG:dg

cc Tom Edwards
L. H. Young

Signature of G. L. Green
G. L. Green
Division Engineer

RECEIVED
NOV 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

cc: OSHD (A E Johnson)
 Region
 Wash DC
 Area Engr Christianson
 (Check appropriate box) ☐ CONTACT

CONSTRUCTION INSPECTION REPORT
 (PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 BUREAU OF PUBLIC ROADS CST

STATE COPY

REGION NO. 10 REPORT NO. 3 COUNTY Multnomah DIVISION Oregon
 DATE OF INSPECTION 10/30/72 INSPECTION MADE BY P. E. O'Neill, Asst Area Engineer PROJECT NO. FHS-T-5025(16)
 IN COMPANY WITH Al Harwood, Reg Constr Engr, OSHD; Dennis Carlson, Structure Inspector, OSHD
 QUALITY OF WORK * Satisfactory PROGRESS OF WORK Satisfactory TIME ELAPSED 97 % WORK COMPLETED 100 %
 REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
 (* Not applicable for all contacts.)

cy Const Bridge
 11-28-72

E. POWELL BLVD.-MT. HOOD AVENUE
 MT. HOOD HIGHWAY
 Traffic Signals

NOTED NOV 27 1972
 A. E. JOHNSON REGIONAL OFFICE

All physical work was satisfactorily completed in conformance with the approved plans and specifications on October 28, 1972 at which time 218 chargeable days had elapsed. The contract time allowed was 225 days.

On previous inspections it was noted that the steel band straps that fasten the Type C pedestrian signals to the strain poles restrained movement of the signals; however, on this inspection the bands are now allowing the pedestrian signals to move laterally and it is recommended that on future projects a different connection be used.

Materials reports were reviewed as the project progressed and were found to be in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

RECEIVED
 STATE HWY ENGR
 NOV 29 '72
 R. L. L. TO

11-28-72
 Johnson
 cy

015 12 15 11 W 15 (D)
JUL 11 1972

FOR FILING

DIVISION FILE COPY

FORM PR-33A OSHD (Johnson), (REV. 3-66)		Region Wash DC		Area Engr, Christianson (Check appropriate box) ☒ Contact ☐ Project Stage ☐ Statewide Inspection-In-Depth		U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS <i>O'Neil Johnson</i> <i>Wallack</i>	
INITIAL INSPECTION REPORT 6-20-72		Report No. 1		County Multnomah		Division Oregon	
Region No. 10		Date of Inspection 6-20-72		Inspection Made By P. E. O'Neil, Asst Area Engineer		Project No. EHS T-5025(1b)	
In Company With R. Cotton, Res Engr, OSHD; C. Jencks, Hwy Engr Trainee, FHWA							
Location E. Powell Blvd at Hood Ave, Portland							
Contractor Name and Address Graham Electric Co., Portland							
Award Date 12-23-71		Contract Amount 12,415.00		Time Allowed 225		Time Started 1-10-72	
Quality of Work Satisfactory		Progress of Work Satisfactory		Time Elapsed 71 %		Work Started 5-24-72	
Roadbed (Width) 46'		(Feet 0. to 0. of shoulders)		STRUCTURES OVER 20-FOOT SPAN			
TYPE		TYPE CODE NO.		NET LENGTH (Miles)		THICKNESS	
						EDGE (Inches) CENTER (Inches) WIDTH (Feet)	
Traffic signals		Y031		0.00		-	
						N/A	
REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D) E. POWELL BLVD AT HOOD AVE MT. HOOD HIGHWAY Traffic Signals 7-10-72 <i>Johnson</i> <i>cy Young</i>							
The proposed work consists of installing a two-phase, pretimed traffic control signal with three-phase capability. The project is a safety improvement because of the high traffic volume on Powell Blvd and the fact that the city is in the process of extending Hood Ave southerly to Roberts Ave which will make Hood Ave a thru thoroughfare. The contractor has his pole bases poured and the controllers and other hardware are available. They are however waiting on delivery of the poles and have no definite delivery date. The City of Gresham has notified the State that they will not have the S.E. Hood Ave extension completed until September '29, 1972 and want the signal at E. Powell and Roberts operational until completion of the extension. The removal of the signals at Roberts is part of this contract and will cause the contract time to overrun. The contractor will have a justifiable reason for a time extension based on this delay provided he has the other contract work completed prior to the contract completion date.							
(more)							

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

JUL 7 1972

Handy 11-55

ENS T-5025(16) 6-20-72

2

The contractor was delinquent in submitting his required monthly EMO report, PR 1391. The resident assured re he would contact the contractor and have him submit the report.

On strain pole number 2 the terminal cabinet was inadvertently left off of the plans. A price agreement is forthcoming to correct this discrepancy. The amount of the price agreement is \$230.00. Work is approved on a non-participating basis.

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.

PROJECT REPORT NO.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATIONFEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

STATE Oregon

COUNTY Multnomah

PROJECT NO.
EHS-T-5025(16)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26 at Hood Ave. (Gresham)

PROJECT CLASSIFICATION OR CLASS OF WORK

EFFECTIVE DATE
OF AUTHORIZATIONAPPROXIMATE
LENGTH (Miles)

HIGHWAY PLANNING

PRELIMINARY ENGINEERING

RIGHTS-OF-WAY

CONSTRUCTION

OTHER (Specify)

11-12-71

0.00

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT

FEDERAL FUNDS

\$ 13,766

\$ 8,748

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Department)

By

Assistant State Highway Engineer

(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

R. E. Simpson

(Division Engineer)

Date executed by
Division Engineer

JAN 20 1972

Oregon State Highway Division

Federal Aid
Project No. EHS-T05025(16) Safety

E. POWELL BLVD. AT HOOD AVE. (GRESHAM)

MT. HOOD HIGHWAY IN MULTNOMAH COUNTY
Salem, Oregon, January 12, 1972

Project Agreement Estimate.

Type Code Y031

Traffic Signals (Powell Blvd. at Hood Ave.)

Temporary Protection and Direction
of Traffic

All Required \$ 215.00

Traffic Signal Installation,
Complete

All Required 12,200.00

Flagging (60% of Contractor's Cost)

All Required \$ 12,415.00

Subtotal \$ 12,515.00
10% Engr. & Cont. 1,251.00

Total \$ 13,766.00

Length of Project - - - 0.00 mile

Federal Funds

\$ 8,748.00

State Funds

2,509.00

Other Funds

2,508.00

Total

\$13,766.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7678

Prefix 26-0606

RECEIVED
JAN 16 1972

FOR FILING

EHS-
T-5025 (16)
7678

January 13, 1972

Graham Electric Co.
311 S. W. Broadway
Portland, Oregon 97209

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7678 for traffic signals on
E. Revell Boulevard at Hood Avenue in
Gresham on the Mt. Hood Highway in
Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

Enclosure

cc General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

L. H. Young
Attn: Vince Gallagher
Frank Morgan
Walter Hart
L. W. Sullivan
R. V. Cotton

RECEIVED
DEC 27 1971

FOR FILING

EHS.
T-5025(16)
7678

December 27, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Confirmation of your tentative concurrence as of December 23, 1971, is requested in the award of contract for the E. Powell Blvd. at Hood Ave. (Gresham) Section, Project No. EHS-T-5025(16).

The contractor receiving the award is Graham Electric Company, in the amount of \$12,415.00, with Contract No. 7678 assigned. This bid was received on December 16, 1971 and awarded on December 23, 1971.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by FPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway
Administration endorsement.

Date _____
I concur in the award.

R. E. Simpson
Division Engineer

DAR:js

E. POWELL BLVD. AT HOOD AVE. (GRESHAM) SECTION

MT. HOOD HIGHWAY

MULTNOMAH COUNTY

FAP No. EHS-T-5025(16)
Traffic Signal Installation

Bids Received December 16, 1971

1. Temporary Protection and Direction of Traffic	All Specified	\$ 300.00	215
2. Traffic Signal Installation, Complete	All Specified	14,300.00	12,200
	For Comparison of Bids	\$ 14,600.00	12,415

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	\$ 14,600.00	12,415
Anticipated Additional Items: Flagging (State Share)	100.00	100
Engr. & Cont. (14 1/2%)	\$ 14,700.00 2,131.50	12,515 1,815
Estimated Net Authorization, Constr.	\$ 16,831.50	14,330
Estimated PE to date		670
		15,000

City Share 20% (~~2000~~)

~~Round to~~ \$3000

12-16-71 11:30

Phoneed City
spoke to Kent Cox

B

7678

12-1-71

File Copy

RECEIVED DEC 21 1971		U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS		FEDERAL AID PROJECT NO. EHS-T-5025(16)							
LETTER OF APPROVAL AND/OR AUTHORIZATION				STATE PROJECT NO. E. POWELL BLVD. AT HOOD ST. (GRESHAM)							
FROM: FOR FILING R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON		PROGRAM NO.		COUNTY NAME MULTNOMAH							
		ITEM NO. T-57-B		PROGRAM STAGE (Check) ☐ 1 ☒ 2							
TO:		RECEIVED DEC 6 1971 OFFICE OF STATE HIGHWAY ENGINEER 12-6-71 Young									
[Signature]											
MR. R. L. PORTER STATE HIGHWAY ENGINEER SALEM, OREGON											
L											
DATE PS&E APPROVED NOVEMBER 12, 1971		DATE AUTHORIZATION EFFECTIVE NOVEMBER 12, 1971		FEDERAL ROUTE NUMBER SECONDARY ROUTE 956							
				STATE ROUTE NUMBER MT. HOOD HIGHWAY ROUTE 26							
LIMITS OF AUTHORITY AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF \$100.00 AS SHOWN IN YOUR ESTIMATE.											
YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW											
<table><tr><td>☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY</td><td>☐ ACQUISITION OF RIGHT-OF-WAY</td></tr><tr><td>☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION</td><td>☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS</td></tr><tr><td>☒ OTHER (Specify) CONTRACTOR'S FLAGGING.</td><td>☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS</td></tr></table>						☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ ACQUISITION OF RIGHT-OF-WAY	☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION	☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS	☒ OTHER (Specify) CONTRACTOR'S FLAGGING.	☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ ACQUISITION OF RIGHT-OF-WAY										
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION	☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS										
☒ OTHER (Specify) CONTRACTOR'S FLAGGING.	☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS										
REMARKS MR. YOUNG'S NOVEMBER 10, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED. A SIGNED COPY OF THE TITLE SHEET IS RETURNED HERewith. FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 - "FINAL ESTIMATE & FINAL PAYMENT OF THE PROJECT SPECIFICATIONS."											
DATE 12-1-71		SIGNATURE OF APPROVING OFFICIAL [Signature]		TITLE FOR DIVISION ENGINEER							

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

CITY OF GRESHAM
RECEIVED
NOV 30 1971 PM

AM
7:43:10 PM 11/21/71 4:58

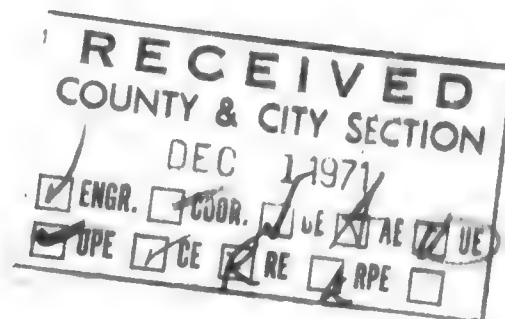
November 29, 1971

(date)

NOTE: Prompt return of this form is requested in order to meet FHWA requirements in time for the December bid opening.

HSC

Mr. Robert L. McWilliams
City Manager
City Hall
Gresham, Oregon 97030



In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Mt. Hood Highway TOPICS _____
Section Powell Boulevard @ Hood Avenue: Traffic Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

Nov 30 1971
(date)

By [Signature]
City Manager

By _____
Commissioner

By _____
Commissioner

cc: L. H. Young
Attn: Duane Ridings

CC: F.B. Crandall
L.W. Pulien
C.G. Swenson
R.N. Chase
W.N. Bryant
Hurt

RECEIVED
COUNTY & CITY SECTION

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5025(12)
Project Name: Powell Blvd. @ Hood Ave.

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:



We do not wish to salvage any materials and these items will become the property of the contractor upon removal.



We do wish to have these materials salvaged and request that the contractor be directed to stockpile these items at _____
We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at GRESHAM, Oregon, this 19TH day of
NOVEMBER, 1971.

CITY OF

GRESHAM

By

Title City Manager

By

Title Mayor

* If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

3/16/71

OREGON STATE HIGHWAY COMMISSION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. T-5025(12)

Project Name Powell Blvd. @ Hood Ave.

CC: L. W. Rutien
G. O. Swenson
J. M. Chase
T. W. Litchfield
J. R. Oakes

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.
2. We hereby certify that:
 - ☒ Additional right-of-way will not be required for this project.
 - ☒ There has been no displacement of persons from residences, farms, or businesses; or
 - ☒ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.
- N. A. ☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.
3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Gresham, Oregon,
this 9th day of November, 1971.

City of Gresham

Alan Fisher
Mayor

Arnold Evans
Recorder

RECEIVED
COUNTY & CITY SECTION

NOV 12 1971

☐ ENGR. ☒ COOR. ☐ GE ☐ AE ☒ UE
☒ UPE ☐ CE ☒ RE ☐ RPE ☐

RECEIVED
NOV 11 1971

FOR FILING

EHS-T-5025(16)
7678

November 5, 1971

City of Gresham
City Hall
Gresham, Oregon 97030

Attention: Arnold Evans
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4355

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement concerning the Powell Boulevard at Hood Avenue (Gresham) Section Project.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
Att.

cc H. S. Cox
(conf. agree. att.)

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION LETTER OF APPROVAL AND/OR AUTHORIZATION		FEDERAL AID PROJECT NO. T-5025(12) STATE PROJECT NO. US 26 AT HOOD BLVD. SECT.		
FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO. 11-5-71 ITEM NO. T-57-A	COUNTY NAME MULTNOMAH PROGRAM STAGE (Check) ☐ 1. ☒ 2.		
TO: MR. R. L. PORTER STATE HIGHWAY ENGINEER SALEM, OREGON				
DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE NOVEMBER 5, 1971	FEDERAL ROUTE NUMBER FEDERAL AID SECONDARY ROUTE 956 STATE ROUTE NUMBER MT. HOOD HIGHWAY ROUTE 26		
GENERAL LOCATION: POWELL BLVD. IN GRESHAM				
GENERAL DESCRIPTION OF WORK: YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.				
YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW <table style="width: 100%; margin-top: 10px;"> <tr> <td style="width: 50%; vertical-align: top;"> ☐ PRELIMINARY ENGINEERING TO DETERMINE ☐ LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN ☒ PREPARATION ☐ OTHER (Specify) </td> <td style="width: 50%; vertical-align: top;"> ☐ ACQUISITION OF RIGHT-OF-WAY ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS </td> </tr> </table>			☐ PRELIMINARY ENGINEERING TO DETERMINE ☐ LOCATION ONLY ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN ☒ PREPARATION ☐ OTHER (Specify)	☐ ACQUISITION OF RIGHT-OF-WAY ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
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REMARKS 11-8-71 CC: F. L. HALL R. W. ELLISON RECEIVED COUNTY & CITY SECTION NOV 8 - 1971 ☒ ENGR. ☒ CE ☒ RE ☒ UPE ☐ CE ☐ RE ☐ UPE				
DATE 11-5-71	SIGNATURE OF APPROVING OFFICIAL 	TITLE DIVISION ENGINEER		

MONTHLY TRANSACTION NO. 11-44										FORM PR-1 (REV. 4-61)		FEDERAL - AR		
DATE SUBMITTED TO R.O.										11-2-71				
CARD 2	REPORT NUMBER 1		PROJECT LOCATION (45 typewriter spaces) US 26 at Hood Ave. (Gresham)							ADT		PRESSENT 12,600	FUTURE 15,000	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Traffic Signals							NATL. FOREST	PH ROUTE NO.	SUPV AGENCY	DA CLASSIF.	DA AREA	EMERG. YR. EHS	
CARD 4	CLASS OF FEDERAL FUNDS TOPICS										COUNTY NAME		ROUTET NO. S	FEDERAL
NAME OF URBAN AREA Portland										ESTIMATED PR				
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST		FEDERAL			
1	(144B)	(10)	41	42	43	46	53		(54)	(55)	(56)	(57)		
5					PE		US 26 at Hood Ave. (Gresham)							
5					ROW									
5					CONST		"Powell Blvd. at Hood Ave. (Gresham) Sec."							
5	30	N (11)		3	(CODE) Y031 (Safety)	3		0.0	21,000		13			
PROJECT TOTALS								0.0	21,000		13			
CARD 1	CODE 1		PREPARED BY											
1	14		PROGRAM APPROVAL DATES											
1971														

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

11-2-71

ROUTE		SUPV AGENCY		DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	REGION	STATE NAME	STATE CODE	APPH CODE	ITEM NO.
								08	Oregon	35	077	57-B
ADT		12,600		15,000		91						
PROJECT NUMBER		PREFIX LETTER(S)		NUMBER		SEQ. NO.		I. Projects Only POST MI. DESIG.				
EHS-T-		5025(16)										
COUNTY NAME		Multnomah		STATE		U.S.		PROGRAM STAGE 1 OR ☒ 2				
ROUTET NO. S		FEDERAL-AID 956		26		26						
ESTIMATED PROJECT COST BY PHASES												
MILES		TOTAL ESTIMATED COST		FEDERAL FUNDS		STATE FUNDS		OTHER FUNDS		CHARACTER OF PROPOSED WORK (Full description)		
										Installation of traffic control signals.		
0.0		21,000		13,300		3,850		3,850 (City)		ROW-60' normal; Access Control-none; Park. Restrictions-partial.		
PROJECT TOTALS		0.0		21,000		13,300		3,850		3,850 (City)		
REMARKS Additional Data: Item 57A, Project T-5025(12)												

-OVER-

Existing Facilities:

Powell Blvd.:

46' curbed section, 2 lanes, 2-way and with sidewalks.

Hood Ave.-North:

44' curbed section, 2 lanes, 2-way and with sidewalks.

South:

38' curbed section, 2 lanes, 2-way and with sidewalks.

NOTE: Intersection is not signalized.

Project Data:

The proposed work consists of installing a two-phase, pre-timed traffic control signal with three-phase capability.

The above proposed signal work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that this section of highway has a potential hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact Powell Blvd. carries a high volume of traffic and that the city of Gresham is in the process of extending Hood Ave. southerly to provide thru thoroughfare which will cause a potential accident hazard due to turning movement conflicts at Powell Blvd. The signal installation will eliminate this potential hazard.

The project qualifies as an EHS Project under IM-30-5-71, paragraph (a) "Emergency Highway Safety Program".

Additional Right-of-Way:

None required.

System Action:

Type II System has not been submitted. Entire Portland Urban Area Type II System being compiled and will incorporate or connect the FA Secondary System into the final Type II System.

Railroads, Airports, Water Developments, Historical and Recreation Areas:

None involved.

Relocation Assistance Payments:

None involved as additional right-of-way is not required.

Clearinghouse Approval:

State and District 2 exempt under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Public Hearings:

None required under provisions of paragraph 6c of PPM 20-8.

Environmental Statement:

Requirement waived by FHWA (Division) memorandum of August 2, 1971, under the provisions of Section 3f(3) of PPM 21-18.

Control of Utilities:

The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37:

100% of project is on FA Secondary System.

RECEIVED
INFORMATION COUNTY & CITY
NOV 8 - 1971
REQUEST FOR INDIVIDUAL PROJECT (PPM 21-1)
☒ ENGR. ☐ UPE ☐ RE ☐ FUTURE
ADT 12,690 **15,000**

MONTHLY TRANSACTION NO.		11-51		FORM PR-9 (REV. 6-61)	
DATE SUBMITTED TO W.O.		NOV 5 1971		11-2-71	
CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)			
	3	US 26 at Hood Ave. (Gresham)			
CARD 3	CHARACTER OF PROPOSED WORK (35 spaces)		NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY	
	P.E., Traffic Signals			FM ROUTE NO. SUPV AGCY DA CLASSIF. DA AREA EMERG. YR. PL AUM 62 (63) (64) (65) (66) 69 70 71 72 73 74 A-1	
CARD 4	CLASS OF FEDERAL FUNDS 1		TOPICS		F.A. SYSTEM
	NAME OF URBAN AREA		Portland		Secondary
CARD 5	LINE NO.	CHNG CODE	PROJ. COUNT	CL	WORK TYPE
	1	11-610	16	41	42
5					PE ROW CONST
					ITEM AS NOW PRO-GRAMED
5					PE ROW CONST
					RE-QUESTED REVISION
PROJECT WITHDRAWN					PROJECT TOTAL
PROJECT TOTAL					0.0 1,000

CARD A form PR-1 or PR-9 has been submitted ☒ Yes ☐ No

INFORMATION COUNTY & CITY

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

65	ADT	12,600	FUTURE	15,000	YEAR	91	REGION	08	STATE NAME	Oregon	STATE CODE	35	APPH. CODE	077	ITEM NO.	57
FOR MISCELLANEOUS FUNDS ONLY										PROJECT NUMBER			I. PROJECTS ONLY			
68	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)			NUMBER-AGR. NO.			POST MI. MI.	DESIG.				
			A-1		T-			,5025 (12)			13	(24) (28) 27				
COUNTY NAME										CODE						
Multnomah										14 051 18						
Secondary										RTE NO.	FEDERAL AID	STATE	U.S.			
										S-T	956	(32) 26	(38) (37) 26 (41)			
TERMINI		MILES	PROJECT COST			FEDERAL FUNDS		STATE FUNDS		CHARACTER OF PROPOSED WORK						
			(54) (55) (56) (57) (58)													
at Hood Ave. (Gresham)		0.0	1,000	630		185		185 (City)		PE all phases; Install traffic signal.						
		0.0	21,000	13,300		3,850		3,850 (City)								
PROJECT TOTAL		0.0	22,000	13,930		3,070										
26 at Hood Ave. (Gresham)		0.0	1,000	630		185		185 (City)		PE all phases; (Future installation of traffic signals)						
PROJECT TOTAL		0.0	1,000	630		370										

RECEIVED
COUNTY & CITY

MONTHLY TRANSACTION NO.		FORM PR-9 (REV. 4-61)		REQUEST FOR OF INDIVIDUAL PROJECT (PPM 21-1 A)	
DATE SUBMITTED TO W.O.				FUTURE YEAR	
CARD 2	REPORT NUMBER (19)	PROJECT LOCATION (45 typewriter spaces) (20) 21		ADT	(66) (70) (71)
CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28		NATL. FOREST (62) (63) (65) (66) (68)	FOR MISCELLANEOUS FUNDS ONLY FH ROUTE NO. SUPVAGCY DA CLASSIF. DA AREA EMERG. YR. PL AUTH. 69 70 71 72 73 74	
CARD 4	CLASS OF FEDERAL FUNDS 1 NAME OF URBAN AREA 17-31		F.A. SYSTEM		
CARD 5	LINE NO. 1	CHNG CODE 18	PROJ. COUNT 41	CL 42	WORK TYPE 13 - 46
					STEP 53
					STATUS Re-requested Revision
					ITEM NUMBER 57-B
					PROJECT NUMBER EHS-T-5025(16)
					TERMINI US 26 at Hood Ave. (Gresham)
					MILES 0.0
					TOTAL COST 21,000
					PROJECT TOTAL 0.0 21,000
					PE ROW CONST (Safety)
					RE-REQUESTED REVISION
					PROJECT TOTAL
CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐		PROJECT WITHDRAWN YES ☐		
1	COLUMN 14 → CODE 11		CODE 2		
NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.					
DATE OF INITIAL APPROVAL: September 9, 1971		PROGRAM REVISION REQUESTED DATE November 2, 1971		RECOMMEN DATE	
OTHER:		SIGNATURE Program & Planning Engineer		SIGNATURE	
				TITLE	
1 If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.					
PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61					

RECEIVED
& CITY
ADT

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

**REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)**

FUTURE		YEAR		REGION	STATE NAME	STATE CODE	APPM. CODE	ITEM NO.
(66)	(70)	(71)	(72)	(74)	(75)	(2)	(3)	4 (14) (18)
PROJECT NUMBER						I. PROJECTS ONLY		
NUMBER-AGR. NO.						POST MI.	DESIG.	
						MI.		
						13	(24)	(26)
						CODE		
						14	18	

FOR MISCELLANEOUS FUNDS ONLY									
AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)				
69	70	71	72	73	74	75	14	23	7
COUNTY NAME									

RTE NO.	FEDERAL AID	STATE	U.S.
(22)	(23)	(24)	(25)

TERMINI	MILES	PROJECT COST			CHARACTER OF PROPOSED WORK
		TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
	(84) (85) (86)	(87) (88) (89)	(90) (91) (92)	(93) (94) (95)	
S 26 at Hood Ave. (Gresham)	0.0	21,000	13,300	3,850 3,850 (City)	Installation of traffic control signals.
PROJECT TOTAL	0.0	21,000	13,300	7,700	
PROJECT TOTAL					

REASON FOR CHANGE: To split project into two separate projects as Item 57A, Project T-5025(12) PE all
uses & Item 57B, Project EHS-T-5025(16) Install traffic signals, in order that the physical
construction when authorized may be obligated under Para. (a) "Emergency Hwy. Safety Program" of
APPROVED IM-30-5-71.

REQUESTED	RECOMMENDED		DATE
	DATE		
	SIGNATURE		SIGNATURE
	TITLE		TITLE

Engineer
both classes of funds involved.

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NOV 10 1971

U.S. GOVERNMENT

FOR FILING

Memorandum

EH- T-5025(12)

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5025(12) TOPICS
Powell Blvd. at Hood Ave. (Gresham)
Location/Design Approval

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 4, 1971

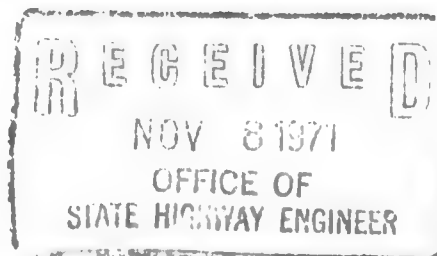
In reply refer to: 08-35-YA

Klaboe

Location/design approval in accordance with the requirements
of Paragraph 10 of PPM 20-8 is hereby given for the
construction of the subject TOPICS project as requested
in Mr. Klaboe's November 1 letter.

NOTED
F. B. KLABOE

*orig to young
copy to COX
11-8-71*



NOTED
TOM EDWARDS



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

FORM PR-48
(REV. 7-67)

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

TRANSACTION NUMBER 9-29

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATE HIGHWAY DEPARTMENT
OREGON

DATE
9-9-71

BY (Signature)
MR. YOUNG'S SEPTEMBER 1, 1971 LETTER

TITLE
PROGRAM & PLANNING ENGINEER

OTHER IDENTIFICATION AND/OR REMARKS (State)

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAV ☐ FAS ☒ OTHERS

TOPICS

STAGE 1*
ITEM NOS. _____ THRU _____

STAGE 2
ITEM NOS. 57 THRU _____

FEDERAL FUNDS

LOCATION

WORK

ITEM NO. PROJECT NOS.

LENGTH (Miles)

TOTAL ESTIMATED COST

57 T-5025(12)

0.0

22,000

13,930

POWELL BLVD AT HOOD AVE.
(GRESHAM)

PRELIMINARY ENGINEERING
INSTALL TRAFFIC SIGNALS.

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

Original signed by
Glen L. Green
Engineering Coordinator

RECOMMENDED

SIGNATURE AND TITLE

DATE
9-9-71

SIGNATURE AND TITLE
R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

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COUNTY & CITY SECTION
SEP 13 1971
ENGR. ☒ CE ☒ RE ☒ RPE ☐

4-9-71

DATE SUBMITTED TO HQ.		FORM PB-1 (REV. 4-61)		FEDERAL-AID PROJECT			
PROJECT NUMBER		PROJECT LOCATION (AS SHOWN ON MAP)		PRESENT	FUTURE	YEAR	
CARD 1	1	US 26 at Hood Ave. (Gresham)		ADT	12,600	15,000	9
CHARACTER OF PROPOSED WORK (SEE INSTRUCTIONS)		NATL. FOREST	FM ROUTE NO.	SUPV. AGENCY	DA CLASSIF.	DA AREA	EMERG. VTL. PL. ADT
PE & Traffic Signal							A-1
CLASS OF FEDERAL FUNDS		TOPICS		COUNTY NAME			
NAME OF MAP AREA		Portland		ROUTE T NO. S FEDERAL-AID NO. 956			
ESTIMATED PROJECT COST		FEDERAL FUNDS					
TYPE	TERMS	MILES	TOTAL ESTIMATED COST				
PE	US 26 at Hood Ave. (Gresham)	0.0	1,000	630			
ROW							
CONV	Powell Blvd. at Hood Ave. (Gresham) Sec.	0.0	21,000	13,300			
PROJECT TOTALS		0.0	22,000	13,930			

MONTHLY TRANSACTION NO.	9-29	FORM PR-1 (REV. 4-61)	FEDERAL-AID PROGRAM (PPM 21-1)
DATE SUBMITTED TO W.O.	SEP 9 1971	9-1-71	

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) US 26 at Hood Ave. (Gresham)	ADT	PRESENT 12,600	FUTURE 15,000	YEAR 91	REGION 08
--------	--------------------	---	-----	-------------------	------------------	------------	--------------

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) PE & Traffic Signal	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. A-1	PL. AUTH YR.	PREFIX
--------	--	--------------	--------------	-----------	-------------	---------	-------------------	--------------	--------

CARD 4	CLASS OF FEDERAL FUNDS	TOPICS	COUNTY NAME
	NAME OF URBAN AREA Portland	027	ROUTE T NO. S FEDERAL-AID 956

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK		TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASE		
					TYPE	STEP			TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE
5	10			1	PE	3	US 26 at Hood Ave. (Gresham)	0.0	1,000	630	
5					ROW						
5	30			3	CONST (CODE) Y031	3	"Powell Blvd. at Hood Ave. (Gresham) Sec."	0.0	21,000	13,300	3,8
1	14						PROJECT TOTALS	0.0	22,000	13,930	4,0

SEP 9 1971

FHWA OREGON DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA (PPM 21-1)

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	12,600	15,000	91	08	Oregon	35	077	57
DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER		I. Projects Only		
		A-1		PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. DESIG.	
				T-	5025	(12)		

COUNTY NAME	CODE	PROGRAM STAGE
Multnomah	051	
ROUTE T	FEDERAL-AID	STATE
NO. S	956	26

ESTIMATED PROJECT COST BY PHASES				CHARACTER OF PROPOSED WORK (Full description)
TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1,000	630	185	185 (City)	PE all phases; install traffic signal.
21,000	13,300	3,850	3,850 (City)	
22,000	13,930	4,035	4,035 (City)	ROW-60' normal; Access Control-none; Park. Restrictions-partial.

RECEIVED
COUNTY & CITY SECTION
SEP 13 1971

☒ ENGR. ☒ C.D.R. ☐ C.E. ☒ U.E.
☐ OPE ☐ CE ☒ RE ☐ RPE ☐

REMARKS

Preliminary Engineering:
Field Work \$300
PS&E Prep. 700

-OVER-

USCOMM DUSCOMM-DC 48905-P61

PROJECT NO. T-5025(12)

Existing Facilities:

Powell Blvd.: 46' curbed section, 2 lanes, 2-way and with sidewalks.
Hood Ave.-North: 44' curbed section, 2 lanes, 2-way and with sidewalks.
South: 38' curbed section, 2 lanes, 2-way and with sidewalks.

NOTE: Intersection is not signalized.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Install two-phase, pretimed traffic control signal with three-phase capability.

Additional Right-of-Way: None required.

System Action: ~~Tentative~~ Type II System has not been submitted. Entire Portland Urban Area Type II System being compiled and will incorporate or connect the FA Secondary System into the final Type II System.

Railroads, Airports, Water Developments, Historical and Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

Clearinghouse Approval: State and District 2 exempt under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Environmental Statement: Requirement waived by FHWA (Division) memorandum of August 2, 1971, under the provisions of Section 3f(3) of PPM 21-18.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 100% of project is on FA Secondary System.

MONTHLY TRANSACTION NO.				FORM PR-1 (REV. 4-61)			
DATE SUBMITTED TO W.O.				9-1-71			
				FEDERAL-AID (PPM)			

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) US 26 at Hood Ave. (Gresham)	ADT	PRESENT 12,600	FUTURE 15,000	TE
	(19) (20) 21		65		(66) (70) (71)	

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) PE & Traffic Signal	NATL. FOREST	FH ROUTE NO.	SUPV AGENCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AU
	62 (63) (65) (66) (68) (69) (70)						(71) (72) (73) (74)	

CARD 4	CLASS OF FEDERAL FUNDS TOPICS NAME OF URBAN AREA Portland	COUNTY NAME ROUTE T NO. S FEDERAL-A 956
	17-31	

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43	46	53	(54) (55) (56) (57) (58) (59) (60) (61)		
5					PE		US 26 at Hood Ave. (Gresham)	0.0	1,000	630
5					ROW		"Powell Blvd. at Hood Ave. (Gresham) Sec."			
5					CONST (CODE) Y031			0.0	21,000	13,300
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.0	22,000	13,930
1	14	PROGRAM APPROVAL DATES						(18)	(23) (24)	(25)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA (PPM 21-1)

9-1-71

		ADT		PRESENT 12,600	FUTURE 15,000	YEAR 91	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 077	ITEM NO. 57
ROUTE NO.	SUPV AGENCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER		NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.	
						T- 5025		(12)			
COUNTY NAME				Multnomah				CODE 051	PROGRAM STAGE		
ROUTE NO. S				FEDERAL-AID 956		STATE 26		U.S. 26	1 OR ☒ 2		
ESTIMATED PROJECT COST BY PHASES											
MILES		TOTAL ESTIMATED COST		FEDERAL FUNDS		STATE FUNDS		OTHER FUNDS		CHARACTER OF PROPOSED WORK (Full description)	
0.0		1,000		630		185		185 (City)		PE all phases; install traffic signal.	
0.0		21,000		13,300		3,850		3,850 (City)		ROW-60' normal; Access Control-none; Park. Restrictions- partial.	
0.0		22,000		13,930		4,035		4,035 (City)			
PROJECT TOTALS											

REMARKS

Preliminary Engineering:
Field Work \$300
PS&E Prep. 700

-OVER-

USCOMM DUSCOMM-DC 48922-P81

PROJECT NO. T-5025(12)

Existing Facilities:

Powell Blvd.: 46' curbed section, 2 lanes, 2-way and
with sidewalks.
Hood Ave.-North: 44' curbed section, 2 lanes, 2-way and
with sidewalks.
South: 38' curbed section, 2 lanes, 2-way and
with sidewalks.

NOTE: Intersection is not signalized.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Install two-phase, pretimed traffic control signal with three-phase capability.

Additional Right-of-Way: None required.

System Action: Tentative Type II System has not been submitted. Entire Portland Urban Area Type II System being compiled and will incorporate or connect the FA Secondary System into the final Type II System.

Railroads, Airports, Water Developments, Historical and Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

Clearinghouse Approval: State and District 2 exempt under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Environmental Statement: Requirement waived by FHWA (Division) memorandum of August 2, 1971, under the provisions of Section 3f(3) of PPM 21-18.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 100% of project is on FA Secondary System.

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

DATE: August 11, 1971

CITY: Gresham

SECTION: Powell Boulevard @ Hood Avenue

PROPOSED WORK: Install traffic signal

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	21,000	12,600	4,200	4,200	
P.E.	1,000	600	200	200	
		FIELD 300		P.S. & E. Preparation	700

EXISTING FACILITIES:

Powell Blvd. - 46' curb to curb, two-lane, 2-way, sidewalks

Hood Avenue - 44' north, 38' south curb to curb, two-lane, 2-way, sidewalks

PROJECT DATA:

Install two-phase, pretimed traffic control signal with three-phase capability.

ENVIRONMENTAL STATEMENT: Waived by FHWA August 2, 1971

PROJECT NO.: T-5025()

ADDITIONAL RIGHT OF WAY: None

SYSTEM ACTION: Type II System being prepared by CRAG

RAILROADS: None

AIRPORTS: None

WATER DEVELOPMENTS: None

HISTORICAL & RECREATION AREAS: None

RELOCATION ASSISTANCE PAYMENTS: None

ROUTE DATA: FAP 24

STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.

DISTRICT 2 CLEARINGHOUSE APPROVAL: Exempted September 18, 1970

HEARING: None

ACCESS CONTROL: None

PARKING RESTRICTIONS: Mixture of no parking and 1 hour limit in intersection area.

ADT: Requested from John Marks

1970-12,600

1990-15,000

RICHARD BLADORN

Richard Bladorn

Urban Program Engineer

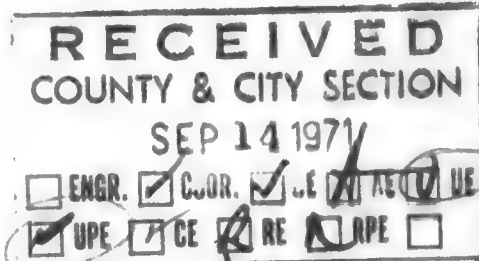
County and City Section

7/6/71
RB:lat

OREGON STATE HIGHWAY DIVISION
AUTHORITY FOR SURVEY

Section Powell Blvd. @ Hood Avenue (Gresham) Date August 5, 1971
 Highway Mt. Hood Authorization No. 1
 County Clackamas Region 1 Survey Prefix 30605
(Assigned by Salem office)

Description of termini, route, length, etc.:



Purpose of survey: **TOPICS PROJECT**
 Prepare plans, estimate, and specifications for installation of two-phase pretimed traffic control signal with future three-phase capability.

Estimate of cost:

Traffic (911)	\$ 800.00
Final Design (905)	100.00
Specifications (921)	150.00

T 5025 (12)

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey \$ 1,050.00
 Previous authorization
 Additional authorization requested
 Additional authorization approved (Salem)
 Total all authorizations approved (Salem)

Requests made by:

[Signature]
 Traffic Office Engineer
 Recommended for Approval:

[Signature]
 Traffic Control Engineer

Recommended for Approval:

[Signature]
 Operations Engineer
 Approved:

[Signature]
 Ass't State Highway Engineer

PROGRAM & PLAN. DIV.

P. E. APR.

9-9-71

FED - AID

STATE

BEN GIFFORD

RECEIVED
AUG 4 1971

UNITED STATES GOVERNMENT
FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: August 2, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

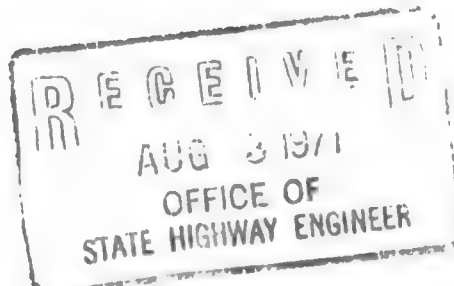
SUBJECT: Oregon Project T-5025(-)
Powell Blvd. @ Hood Ave. Section
City of Gresham

Waiver of environmental statement requirements as provided for by
Section 3f(3) of PPM 21-18 for the subject project as requested
in Mr. Bladorn's July 19 letter is approved.

We concur that due to the minor nature of the work under this
project, the environmental impact will not be significant.

8-3-71
REFERRED TO

Young - G
Asst. State Hwy. Engr.



NOTED
F. B. KLADDE

NOTED
TOM EDWARDS



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

CITY OF GRESHAM
Proposed TOPICS Project

Powell Boulevard (FAS 956) @ Hood Avenue (FAP Type II) (Gresham)
Section. Signal, \$22,000.

Install a 2-phase pretimed traffic control signal with future
3-phase capability.

A public hearing will not be required.

RECEIVED
AUG 25 1971

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING

SALEM, OREGON

97310

July 19, 1971

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the July 27 meeting requests for six Federal Aid TOPICS projects from five cities.

Grants Pass is requesting approval of a project to develop an Area-wide TOPICS Plan through the use of a consultant.

Grants Pass, Gresham, Lebanon, Newport, and West Linn are requesting approval of projects for physical improvements, such as: traffic signals, street widening and channelization, brush clearing, and landscaping. The attached summary gives information for each specific project.

The total estimated cost of these projects is \$224,355, of which \$44,871 is the State's share.

These projects have been investigated and are eligible for funding under the TOPICS program.

I recommend your approval and request authority for the Secretary to sign the project agreements for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

Attach.

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
V. E. Skoog
F. B. Crandall
H. S. Cox
L. W. Rulien

J. B. Boyd
R. D. Asburry
C. T. Keasey

PROPOSED TOPICS PROJECT



NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Name of City GRESHAM, OREGON Date June 15, 1971
Major Street Name 150 West Powell Blvd.
Section Name _____

Location of Project (Attach sketch map) Length Two intersections
On Which System? Primary I X Primary II _____ or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? NO Date PLAN approved: _____; or
is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? YES
Explain Powell Blvd. is a state controlled primary highway

General description of proposed project: SEE ATTACHED SHEET (Narrative and Proposed Corrective Treatment - Priority No. 1)

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: New signals on Powell Blvd. at Main St. & Hood Ave.
remove signals on Powell Blvd at Main St. and Roberts Ave.

2. Type: a. Traffic Control _____
1. Pretimed X
2. Traffic-actuated _____
(a.) Full traffic-actuated _____
(b.) Semi-traffic-actuated _____
(c.) Volume density-actuated _____
(d.) Pedestrian actuated _____

b. Flashing Beacon _____

Footnotes:

RECEIVED							
COUNTY & CITY SECTION							
JUN 17 1971							
☐ ENGR.	☒ COOR.	☐ GE	☐ AE	☒ UE			
☐ UPE	☐ CE	☒ RE	☐ RPE	☐			

- c. Caution _____
- d. Drawbridge _____
- e. Lane-direction _____
- f. Other _____

3. Number of Phases:
- a. Two X
 - b. Three _____
 - c. Multiple _____

4. Is interconnection for coordination necessary? YES Remarks: _____
Initial traffic progression on Powell Blvd. but capable of inter-
connecting with future signalization in core area
If so, by cable or leased telephone line? cable

5. Type of Suspension:
- a. Mast Arm _____
 - b. Span Wire X
 - c. Signal Bridge _____

6. Paint Color Desired: Green

7. Present Signalization: 15-20 years old on Powell at Main St. and
Roberts Ave.

8. Other Remarks: _____

II. ILLUMINATION DATA: (Linear illumination can only be approved for those
sections which have a significant number of night accidents.)

1. Proposed Location: _____

2. Type:
- a. Mercury Vapor _____
 - b. Fluorescent _____
 - c. High-pressure Sodium _____
 - d. Incandescent _____

3. Luminaire Distribution Type and Classification:
- a. I _____
 - b. II _____
 - c. III _____
 - d. IV _____
 - e. V _____

Footnotes: _____

III. CHANNELIZATION OR WIDENING DATA:

1. Location: _____

2. Desired Work: _____

3. Typical Cross Section: _____

4. Curbs? _____ If so, a. Type Desired: (Standard, monolithic,
rolled, or special) _____
b. Exposure _____ inches
c. Width between curbs _____ ft.
d. Desired curb radius _____ ft.
5. Surfacing: A.C. _____ P.C.C. _____ Oil _____ Other _____
6. Present Typical Cross Section and Surfacing: _____

7. Traffic Control Signing:
a. By City at City Expense? _____
b. By State at City Expense? _____
(NOTE: These signs must be in place prior to FHWA acceptance.)
8. Striping:
a. By City at City Expense? _____
b. By State at City Expense? _____
(NOTE: Striping must be completed prior to acceptance.)
9. Sidewalks: (Eligible only when affected by project and replaced in
kind or required for pedestrian safety.)
a. Length _____ ft.
b. Width _____ ft.
c. Type _____
d. Location: _____

Footnotes:

IV. STRUCTURE DATA:

1. Location: _____

2. Desired Work: _____

3. Name of Structure: _____
4. Name of Stream, Street or Facility being Spanned: _____
5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)
6. Are sidewalks desired? _____ Width? _____ ft. Location _____

7. Is a particular type of structure and design desired? _____
Explain: _____

8. Can street be closed during construction? _____
9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____
10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.
11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____
a. By City? _____
b. By Contractor? _____
13. Will any of the following utilities be attached to the structure?
a. Water Mains: _____ Size: _____
Owner: _____
b. Sanitary Sewer Mains: _____ Size: _____
Owner: _____
c. Storm Sewer: _____ Size: _____
Owner: _____
d. Gas Mains: _____ Size: _____
Owner: _____
e. Power Lines: _____
Owner: _____
f. Telephone Lines: _____
Owner: _____
g. Other Utilities: _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____

15. Does City wish lightpost bases and conduit installed? _____
16. Are there any unusual or complicating conditions? _____
Explain: _____

17. Describe Existing Structure: _____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 60.00 ft.
 - a. Maximum: _____ ft.
 - b. Minimum: _____ ft.
2. Will additional right-of-way be needed? YES Explain: To be acquired in Powell Blvd. widening project
3. Shall State prepare right-of-way descriptions? completed
4. Is a public hearing necessary? Unknown

(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting street or roads would be changed, an opportunity for a hearing must be afforded.)
5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No

(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)
6. Will this project affect any park or recreation facility? NO

Explain: _____
7. Are there any utilities on private property by easements or other arrangements? NO List owner, type, and location: _____
- * 8. Are utilities on existing right-of-way by? Permit Unknown or Franchise _____ (Attach list of utilities, owner, type and location within project limits.)
9. Are there any irrigation facilities? NO Name of Owner _____, and dates between which water can be turned off: _____
From _____ To _____ Location: _____
10. Are there any railroad crossings? NO Location: _____

Footnotes:

* Sanitary sewer, water, storm drainage, gas

- a. Name of Railroad _____
- b. Number of tracks: Mainline _____ Siding _____ Total _____
- c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.
- d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph
- e. Angle of Intersection: _____
- f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____
- g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____
- h. Proposed Type Crossing and Protection: _____
- i. Are there to be stopping lanes for buses and trucks? _____
- j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____
(1.) Does City wish State to prepare P.U.C. hearing data? _____
(2.) Will P.U.C. application be made by? State _____
City _____
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: \$ 22,000
(Federal + State + City) Fiscal year 1970
2. Estimated Cost of Requested Project \$ 32,000
3. Date Match Money is Available: 6,772? JULY 1, 1971
4. Will there be any 100% City money? NO
(Non-participation items)
5. Maximum Amount of 100% City Money: \$ --

Footnotes:

VII. GENERAL INFORMATION

1. **Areawide TOPICS Plan Status:** Being prepared by Columbia Region Association of Governments

2. **Existing Conditions Necessitating This Proposed TOPICS Project:**
Proposed widening of Powell Blvd. and proposed transfer of traffic pattern crossing Powell Blvd. from Roberts to Hood Avenue

3. **This Project Would Accomplish the Following:** Provide signalization for a widened Powell Blvd. at Main St. and Hood Ave.

This application is not complete unless a sketch map showing the location of the project is attached.

The GRESHAM City Council on the 15th day of June, 19 71, adopted Resolution No. 525 ~~or Ordinance~~
No. _____, as the case may be, requesting this TOPICS project.

By

Alan Fisher Mayor
Alan Fisher, Mayor

By

Robert L. McWilliams
Robert L. McWilliams, City Manager

Attachment to General description of proposed project:

Narrative Description: Currently the intersection traffic movements on Powell Blvd. at Main Street and Roberts Avenue are controlled by traffic lights estimated to be 15-20 years old. The right-of-way acquisition for widening of Powell is now being undertaken by the State of Oregon. The widening is a pending project with the State, however, a construction time table has not been established.

Proposed Corrective Treatment: This TOPICS project would encompass removing the signalization at Main Street and replacing it with more modern, efficient pre-timed progressive movement signals placed to be intergal with the widening project.

The need for signals at the intersection of Powell Blvd. and S.E. Roberts Ave. will no longer be existing after the extension of S.E. Hood Ave. is complete south to S.E. Roberts Ave. (right-of-way now being acquired.) Signalization will then be required at Powell Blvd. and Hood Ave. This signalization would be installed concurrently with the Powell Blvd. widening.

EXIST RW

WALK & CURB

S.E. HOOD AVE.

- LEGEND
- PROPOSED PRETIMED TRAFFIC CONTROL SIGNAL
 - ▲ PROPOSED PRETIMED PEDESTRIAN CONTROL SIGNAL

RECEIVED
COUNTY & CITY SECTION
JUN 17 1971

☐ ENGR.	☐ COOR.	☐ CE	☐ AE	☐ UE
☐ UPE	☐ CE	☒ ME	☐ NPE	☐

PROPOSED F.A.P. TYPE II IMPROVEMENTS

POWELL AND MAIN - POWELL AND HOOD SIGNALIZATION OF INTERSECTIONS REMOVAL OF SIGNAL AT POWELL AND ROBERTS		
SCALE: 1" = 50'	APPROVED BY:	DRAWN BY: P. A. J.
DATE: 3-30-1971		REVIEWED
CITY OF GRESHAM, ORE ENGINEERING DEPT.		
		DRAWING NUMBER

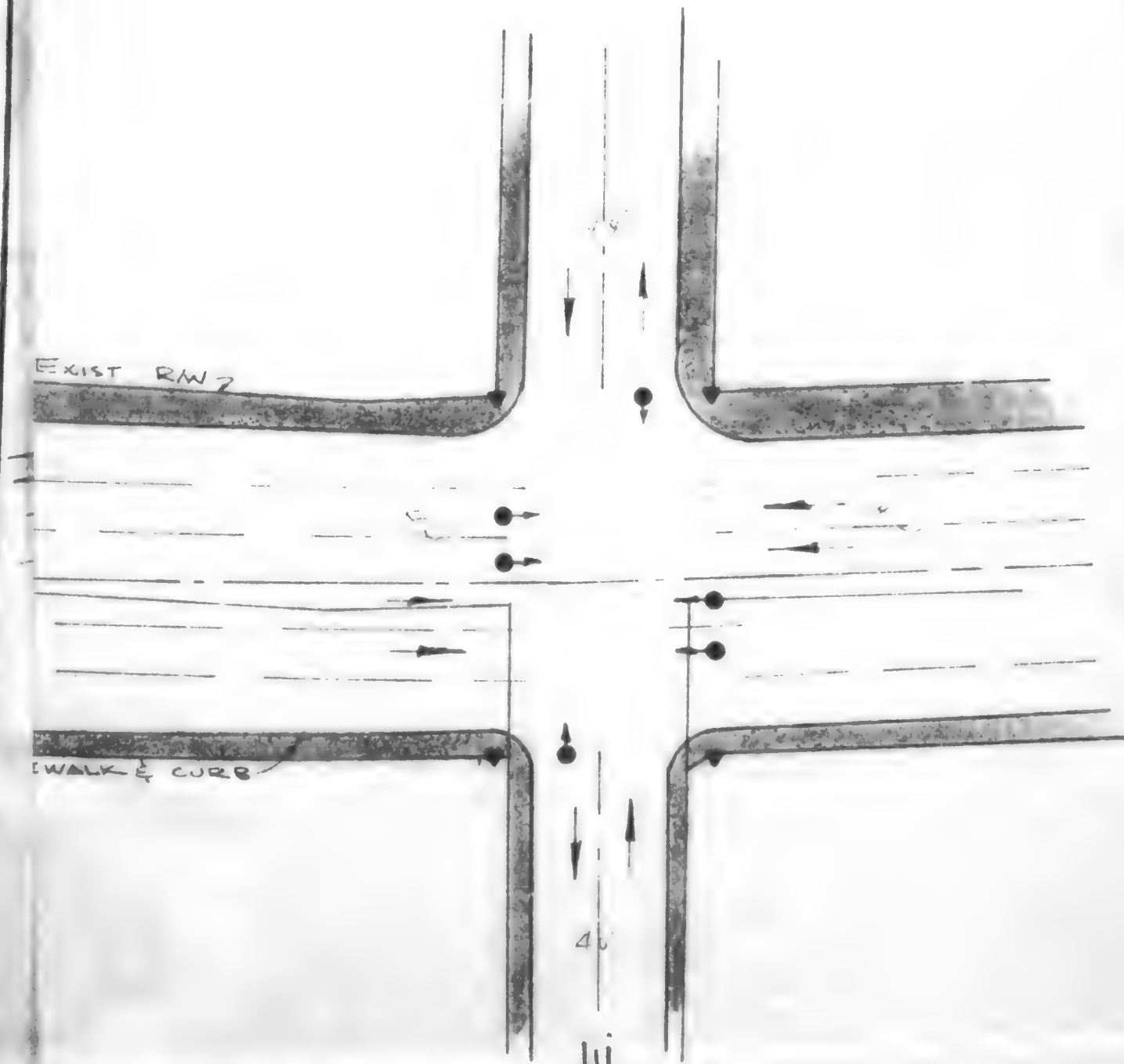


EXIST RW 2

WALK & CURB

HOOD AVE.

4



N.E. ROBERTS AVE

R/W

POWELL

BLVD.

EXIST R/W

SEE NOTE
NO. 3

PROPOSED E-2

EXIST R/W

SIDEWALK & CURB

PROPOSED SIDE

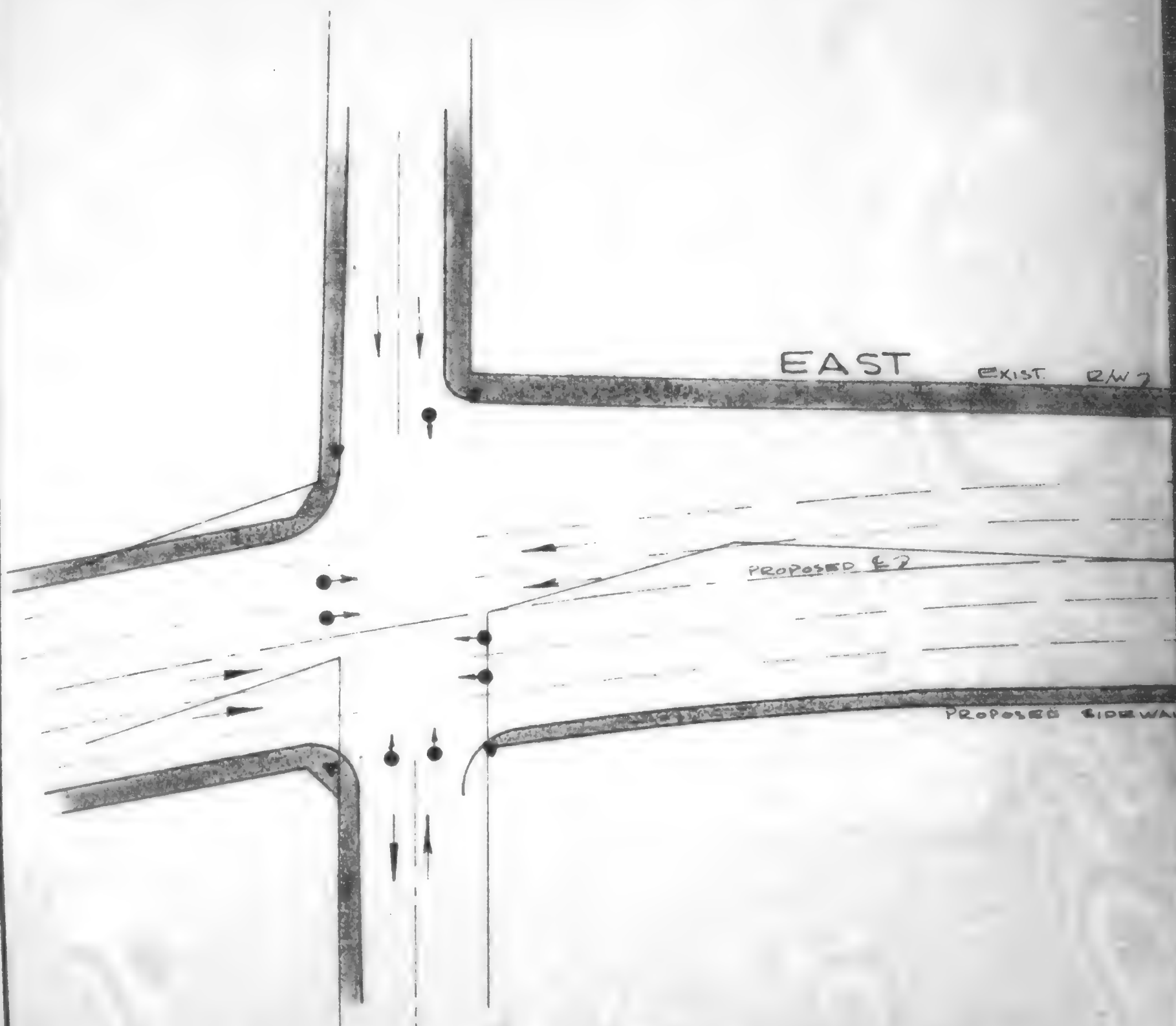
S.E. ROBERTS AVE

CONDUIT IN
NORTH-SOUTH
ACROSS POWELL
MAIN.

IN REPRESENTS
PROPOSED WIDENING
D.

TRAF SIGNALS
OF POWELL BLVD
WILL BE
E OF POWELL

SIGNALIZATION AND
CONSIDERED IN



S. MAIN ST.

- NOTE:
1. POSSIBLE UNDERGROUND CONDUIT IN WIDENING PROJECT FOR NORTH-SOUTH PEDESTRIAN TRAFFIC ACROSS POWELL ON THE EAST SIDE OF MAIN.
 2. POWELL BLVD. AS SHOWN REPRESENTS STREET AFTER PROPOSED WIDENING PROJECT IS COMPLETED.
 3. EXISTING TRAFFIC CONTROL SIGNALS AT THE INTERSECTION OF POWELL AND S.E. ROBERTS AVE. WILL BE REMOVED AT THE TIME OF POWELL BLVD. WIDENING.
 4. TURNING MOVEMENT SIGNALIZATION CHANNELIZATION NOT CONSIDERED IN THIS PROPOSAL.

EMP-1-80N-6 Deadmans Pass Safety Rest 1971
(51)228 Area, Old Oregon Trail, E. of
#7679 Pendleton (Improve. proj.)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATIONcc: OSIED (H S Coulter)
Wash DC (HMD 32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 16	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT 2/11/76	REPORT MADE BY R. A. Nichols, Area Eng		PROJECT NO. 1-00M-6(51)228
COMPLETION DATE 6/14/73	ACCEPTANCE DATE BY CONTRACT AGENCY 1/25/74	TIME ELAPSED %	CONTRACT TIME Specified completion date 6/30/73
APPROVED EXTENSIONS n/a	LOCATION The project is located on both sides of the Deadman's Pass Interchange about 19 miles SE of Pendleton, Oregon.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.

COPY SENT

DEADMAN'S PASS SAFETY REST AREA
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Buildings and Landscaping

FEB 13 1976

Washington

RECEIVED

FEB 17 1976

Office of
Assistant State Highway EngineerNOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by R. A. NICHOLS R. A. Nichols		SIGNATURE Original signed by E. J. Valach Dist. Engineer E. J. Valach	
TITLE	DATE 2/11/76	TITLE District Highway	DATE FEB 13 1976

FORM APPROVED
OMB NO. 04-R2274

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

To be completed by Washington
Headquarters Personnel

16			18			19			22			23			24			25			27			28			30			31			33		
----	--	--	----	--	--	----	--	--	----	--	--	----	--	--	----	--	--	----	--	--	----	--	--	----	--	--	----	--	--	----	--	--	----	--	--

PART A (To be completed by FHWA or State Highway Personnel (See instructions on reverse))

STATE		COUNTY		FEDERAL PROJECT NO.		URBAN ()	
Oregon		Umatilla		EMP-I90N-6 (51)228		RURAL ☒	
ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED		
CONSTRUCTION TYPE CODES			7021 7022		March 21, 1972		
20	FINAL CONSTRUCTION COST	DOL.	798,021		DATE COMPLETED June 14, 1973		
21	LENGTH OF PROJECT	MILES	0.00		TOTAL NO. BRIDGES -		

PART B (To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)

30	LABOR	TOTAL MAN HOURS 13,518	GROSS EARNINGS 129,740			CULVERT ITEMS		
						ITEM	SIZE (In.)	LGTH. (Lin. Ft.)
22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	471,513			6	CORRUGATED STEEL CULVERT	
9	PETROLEUM PRODUCTS	GAL.	28,942				6	280
1	CEMENT	BBL.	0.5				12	506
2	AGGREGATES PURCHASED	TON.					15	420
92		CU.YD.	1,050				18	728
3	BITUMINOUS MATERIAL	GAL.	182,160					
4	LUMBER	THSD BD. FT.	18					
5	TIMBER PILING	LIN. FT.	0					
7	REINFORCING STEEL	LB.	46,500					
8	STRUCTURAL STEEL	LB.	13,700					
10	EXPLOSIVES	LB.	400					
11	READY-MIXED CONCRETE	CU.YD.	987					
12	PREMIXED BITUMINOUS PAVING MATERIALS	TON						
15	AGGREGATES PRODUCED	TON						
95		CU.YD.	32,900					
16	MISCELLANEOUS STEEL	LB.	100					
17	FENCING	LIN. FT.	4,899					
18	GUARDRAIL	LIN. FT.						
19	BRIDGE RAIL	LIN. FT.						
23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	24,112					
24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	29,679					
Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel								
48	52	53	61	62	70			

7679

February 20, 1974

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On February 7, 1974, we wrote to you concerning release of final payment on Contract No. 7679 awarded to Hallegate Construction Co., Inc., for work on the Deadmans Pass Safety Rest Area on the Old Oregon Trail in Umatilla County.

Final payment on this contract is \$4,618.32 and the total contract amount is \$795,043.47, including \$3,423.06 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

cc: United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97401

Hallegate Construction Co., Inc.
Star Route Box 163-X
Oakridge, OR 97463

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacak
W. E. Schwartz

7679

February 5, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7679, Work Completed June 14, 1973

Project Deadmans Pass Safety Rest Area

Highway Old Oregon Trail, County Umatilla

Type of Work Improvement

Contractor Hellsgate Construction Co., Inc.

Recommended Acceptance Date January 31, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on February 27, 1974 for your formal concurrence.

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Kasey
W. J. Hart

VG:js

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)

Region
Wash DC

Area Engr Nichols

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

est

(Check appropriate box)

☐ CONTACT

☐ PROJECT STAGE INSPECTION

☒ FINAL INSPECTION

REGION NO.
10

REPORT NO.
15

COUNTY
Umatilla

DIVISION
Oregon

DATE OF INSPECTION
1-22-74

INSPECTION MADE BY
P. E. O'Neill, Asst Area Engineer

PROJECT NO.
OSP-I-004-6(51)228

IN COMPANY WITH

QUALITY OF WORK *

Satisfactory

PROGRESS OF WORK

Satisfactory

TIME ELAPSED

96 %

WORK COMPLETED

100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

DEADMAN'S PASS SAFETY REST AREA
OLD OREGON TRAIL HIGHWAY
Roadside Improvement

FEB 06 1974

REGIONAL OFFICE

The original contract work and plantings were substantially completed in conformance with the approved plans and specifications on June 6, 1973 with exception of the lawn area and the eastbound rest area. The lawn on the eastbound side was deleted under Price Agreement #40 due to lack of water for irrigation. The replacement plantings and establishment period were completed on December 6, 1973.

The materials reports were reviewed as the project progressed and were found to be in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

RECEIVED STATE HWY ENGR						
FEB 7 74						
REFER TO						
FOR						
Info	Invs	R/D	D/R	Sign	Act	File

FEB 7 1974

Office of
Assistant State Highway Engineer

2-7-74
on Cor. Sta.

NOTED
H.S. COULTER

PREVIOUS EDITIONS WILL BE USED



**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 22, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO

G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. EMP-I-SON-6(51)228

FROM

L. H. Young, Office Engineer

SUBJECT

Request Contract Acceptance

Contract 7679, Work Completed June 14, 1973

Project Deadmans Pass Safety Rest Area

Highway Old Oregon Trail

County Umatilla

Establishment Period Ended December 6, 1973

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date

Conditions not acceptable:

cc: F. B. Klaboe
L. H. Young

RECEIVED STATE HWY ENGR						
JAN 30 '74						
REFER TO <i>Coulter</i>						
FOR						
Info	Inves	RID	D/R	Sign	Act	File

G. L. Green
G. L. Green
Division Engineer

RECEIVED

JAN 31 1974

Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	NO ACTIVITY
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

JOB STATUS: Rest Area completed. Third Notification has been submitted. Contractor has refused to sign P.A. No. 40 to eliminate the E.B. Sod Lawn. He will be requesting a meeting to discuss this agreement. Semi-Final will be submitted December 17, 1973.

SIGNED Norman L. Oliva LOCATION The Dalles
 Norman L. Oliva Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 28, 1973

SUBJECT: Deadmans Pass Safety Rest Area
Contract No. 7679

To: Dale Allen
Regional Construction Engineer

FROM: John A. Bond
Construction Administration Engineer

NOTED
E. S. HUNTER

The question of how to accomplish the added water supply work quoted at \$61,588.40 by the existing contractor has been considered by various interested people here including Roy Olson and the FHWA Area Engineer. This is a relatively large package of work to negotiate and the very nature of the work requires a well-engineered plan. I understand the existing contractor on the E. Unit, Pendleton-Emigrant Hill Interstate project will have to utilize the well yet next spring when he resumes work to complete the Interstate project. Time ran out on us as far as getting this added water supply put into use at all this year, and there is no pressing need for it now anyway.

We reached the conclusion that the best course now would be to do this work under a separate contract next year. Roy Olson will coordinate putting together the necessary preliminary data to request programming on such a project.

This leaves the unresolved matter of paying for the part of the lump sum sod lawn bid item which was actually performed. Only the westbound area was completed (36% of the total plan area) plus some preparation work on the eastbound area which was never actually put into lawn. Our version of a fair price for the work done is about \$6,000, whereas the contractor up to now seeks about \$8,500. I understand the Region will negotiate further with the contractor on this. We may have to just pay the contractor the approximate 41% of the lump sum item on the final estimate and let him pursue anything above that as a claim.

JAB:fr

cc: E. S. Hunter
H. S. Coulter
Roy Olson

RECEIVED
NOV 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7679

5

August 22, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. N. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7679, State Force Order No. 3

Project Deedman's Pass Safety Rest Area

Highway Old Oregon Trail

County Umatilla

This order covers the cost of installing radiant heaters in the restroom of the rest area to prevent the plumbing from freezing during the winter months. All work performed under this order will be done by local electrical company personnel and State Forces will not be involved. It is in the public interest to have this work performed before the winter season begins.

Copies of the Engineer's letter of explanation are attached.

The estimated cost of this work is \$2650.00 with Federal participation in the amount of \$2385.00. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer August 15, 1973.

Your approval as of August 15, 1973 is requested.

Attach.

BMN:dgk

cc: OMHD (H S Coulter)

Region

Wash DC

Area Engr Nichols

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cst

(Check appropriate box) ☒ CONTACT

☐ PROJECT STAGE INSPECTION

☒ Semi-FINAL INSPECTION

REGION NO.

REPORT NO.

COUNTY

DIVISION

10

12

Umatilla

Oregon

DATE OF INSPECTION

INSPECTION MADE BY

PROJECT NO.

6-6-73

P. R. O'Neil, Asst Area Engineer

EMP-I-80N-6(51)228

IN COMPANY WITH

*See below
QUALITY OF WORK*

PROGRESS OF WORK

TIME ELAPSED

WORK COMPLETED

Satisfactory

Satisfactory

06 %

98 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

*N. Oliva, Res Engr, OSHD

R. Olson, Landscape Architect, OSHD

H. Oswald, District Engineer, OSHD

R. Lee, Landscape Foreman, OSHD

COPY SENT

JUN 14 1973

REGIONAL OFFICE

DEADMAN'S PASS REST AREA
OLD OREGON TRAIL HIGHWAY
Roadside Improvement

RECEIVED STATE HWY ENGR						
JUN 15 '73						
REFER TO COULTER						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

The contract work was substantially completed in conformance with the approved plans and specifications on June 6, 1973 with exception of the lawn area in the eastbound rest area. The lawn on the eastbound side was deleted due to possible lack of water for irrigation. The plantings were placed in their establishment period and at the end of this period if there appears to be an adequate water supply the eastbound sod lawn will be installed.

During the course of this inspection design changes were recommended by the inspection team that warrant consideration on future projects of this type.

- The litter receptacles could have a ring designed on the inside to hold a plastic bag rather than the plastic trash barrels presently in use which can be easily removed.
- The maintenance people have suggested using valve and service boxes with larger openings for easier accessibility to the valves.

A final inspection will be conducted at the end of the establishment period.

6-15-73
Wig
Young

RECEIVED

JUN 15 1973

Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

5-18-73
STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS FEDERAL HIGHWAY ADMINISTRATION

Project Name Deadmans Pass Safety Rest Area Date May 18, 1973
Highway Old Oregon Trail Contract No. 7679 F. A. Project No. 6(51)228
County Umatilla Prefix 630-1018 Account No. 230-02

Description of Work To Be Done: Install a 2½ inch Booster type pump surge control valve.Location by Station Numbers: Water Control Bldg.

Estimate of Quantities and Costs: Valve = \$ 715.00
Shipping = \$ 8.00
Labor = \$ 160.00
Total = \$ 883.00 ✓

RECEIVED STATE HWY ENGR						
JUL 30 '73						
REFER TO <i>Contract</i>						
FOR						
Info	Inves	R/D	D/R	Spec	Act	File

Explanation: The \$1,600.00 price quote from the contractor is too excessive and also the valve will not arrive until about July 1st and the contractor will be finished with the project by June 1st.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization \$923,280.77
Present estimate of project cost, including \$883.00 for work under this order \$900,306.05

Expected under-run (amount) \$23,674.72Expected under-run (per cent) 2.6

Space to right of this line is for use of Salem Office

Submitted by: Norman L. Oliva
Norman L. Oliva, Resident Engineer

Approval Recommended:

Approval Recommended:

Approved:

Construction Engineer or
Bridge EngineerDeputy State Highway Engineer,
Assistant State Highway Engineer or
Office Engineer.

State Printing

7.Ki

STATE COPY

cc: OSRD (A E Johnson)
 Region
 Wash DC
 Area Engr Nichols
 C Hoefler

4-25-73

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 cst

CONSTRUCTION INSPECTION REPORT
 (PPM 20-6.1)

(Check appropriate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 11	COUNTY Umatilla	DIVISION Oregon
------------------	------------------	--------------------	--------------------

DATE OF INSPECTION 4-25-73	INSPECTION MADE BY P. E. O'Neil, Asst Area Engr K. L. Almquist, Highway Engr Trainee	PROJECT NO. EMP-I-80N-6(51)228
-------------------------------	--	-----------------------------------

IN COMPANY WITH
 Norman Oliva, Resident Engineer, OSRD.

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 88%	WORK COMPLETED 83%
----------------------------------	----------------------------------	---------------------	-----------------------

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
 (*Not applicable for all contracts.)

RECEIVED STATE HWY ENGR	MAY 11 1973	REFER TO	FOR
----------------------------	-------------	----------	-----

DEADMAN'S PASS REST AREA
 OLD OREGON TRAIL HIGHWAY
 Roadside Improvement

COPY SENT

MAY 10 1973

Stage Inspected: Landscaping

REGIONAL OFFICE

1. SCOPE OF INSPECTION

The purpose of this inspection was to review the contractor's construction and planting procedures, the State's inspection procedures, and documentation of pay items for the landscaping.

2. SUMMARY OF FINDINGS

- Documentation of the pay items and material inspection reports were satisfactory except for some plant certifications that were not on file and some planting beds that had not been labeled.
- Planting procedures were according to acceptable horticultural practices.
- Two plant substitutions have been made. Bearberry has been substituted for some Squaw Carpet and Austrian Pine for Japanese Black Pine.

3. RECOMMENDATIONS AND ACTIONS TAKEN

- The resident engineer has stated that the plant certification will be obtained and that the plant beds will be labeled correctly.
- It is recommended that the stepped-brick design of the walls at the entrances to the toilet buildings be modified on future projects. Presently, the stepped bricks provide a stairway to the roof of the building for children.

(more)

NOTED
 H.S. COULTER

5-11-73
 Const
 ay

- c. Two recommendations are made concerning the water system. First, consideration should be given to connecting the drains of future drinking fountains to the sewer system rather than to dry wells. Second, consideration should be given to providing a potable water supply near the sanitary dump station. This would eliminate the possibility of the public using the water provided for flushing holding tanks for filling their water storage tanks.

STATE COPY

MONTHLY TRANSACTION NUMBER 4-53	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 4-24-73	STATE Oregon
PROJECT REPORT NUMBER 6		COUNTY Umatilla
MODIFICATION NUMBER 1		PROJECT NUMBER EMP-I-80N-6(51)228

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 20, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	\$ <u>804,126</u>	\$ <u>896,950</u>
Federal Funds	\$ <u>741,886</u>	\$ <u>827,526</u>
Other revisions		

This modification is made for the following reasons:

To include approved items previously retained in program status and additional approved items

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of April, 1973.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By [Signature]

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

By [Signature]
V. V. Cusack (Division Engineer)
(Acting)

Oregon State Highway Division

Federal Aid
Project No. EMP-I-80N-6(51)228

DEADMANS PASS SAFETY REST AREA ON
THE OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

Salem, Oregon, April 12, 1973

Revised Project Agreement Estimate.

Type Code Y021
Safety Rest Area (Sta. 1093+93)

Subtotal on previous estimate of January 12, 1972 \$ 473,868.00

Additional Approved Items

P.A. 12 Haul & Place Borrow			
Excavation	7,192 cu.yd.	2.25	16,182.00
P.A. 15 Furnish & Place			
Topsoil	14,500 cu.yd.	2.40	34,800.00
P.A. 16 Revise Irrigation System	Lump Sum		4,237.75
EWO # 1 Relocate Existing Snow			
Fence	All Required		<u>2,500.00</u>
	Increase		57,719.75
	Subtotal		531,587.75
	10% Engr. & Cont.		<u>53,158.25</u>
	Total		\$ 584,746.00

Type Code Y022
Comfort and Convenience Facilities (Sta. 1093+93)

Subtotal on previous estimate of January 12, 1972 \$ 257,156.50

Additional Approved Items

P.A. 4 Load, Haul & Place			
Special Embankment	4,640 cu.yd.		13,224.00
P.A. 13 Furnish & Install Effluent			
Pumping Facilities	Lump Sum		10,806.88
EWO # 5 Existing Well Development	All Required		<u>2,635.00</u>
	Increase		26,665.88
	Subtotal		283,822.38
	10% Engr. & Cont.		<u>28,381.62</u>
	Total		\$ 312,204.00

Oregon State Highway Division

-2-

Federal Aid
Project No. EMP-I-80N-6(51)228

Length of Project - - - 0.0 mile

Summary of Funds

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Safety Rest Area	\$584,746.00	\$539,487.00	\$45,259.00
Comfort & Convenience Facilities	<u>312,204.00</u>	<u>288,039.00</u>	<u>24,165.00</u>
Total	\$896,950.00	\$827,526.00	\$69,424.00

Group 1 - 100%

Contract No. 7679

Prefix: 630-1018

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 7679 1-82	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 3.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 1-20-72	COUNTY Umatilla
		PROJECT NO. FMP-I-80N-6(51)228

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N 19.0 MI. S.E. of Pendleton (Deadmans Pass Safety Rest Area)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-23-71	0.00
OTHER (Specify)		

FUNDS

Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT

\$ 804,126

FEDERAL FUNDS

\$ 741,886

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By *E. J. Hunter*
Assistant State Highway Engineer
(Title)
By _____
(Title)
By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By *R. E. Simpson*
(Division Engineer)
For **R. E. Simpson**
Date executed by Division Engineer **JAN 20 1972**

Oregon State Highway Division

Federal-Aid
Project No. EMP-I-80N-6(51)228

DEADMANS PASS SAFETY REST AREA ON
THE OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

Salem, Oregon, January 12, 1972

Project Agreement Estimate.

Type Code Y021
Safety Rest Area (Sta. 1093+93)

Temporary Protection and Direction of Traffic	All Required		\$ 13,000.00
Mobilization	All Required		28,000.00
Clearing and Grubbing	All Required		4,500.00
Removal of Structures and Obstructions	All Required		2,000.00
General Excavation	24,000 cu.yd.	1.75	42,000.00
Trench Excavation	570 cu.yd.	5.00	2,850.00
Tractor with Dozer and Ripper	44 hour	45.00	1,980.00
Finishing Roadbed and Slopes	All Required		7,000.00
Obliteration of Roadway	3,700 sq.yd.	0.50	1,850.00
Furnishing and Placing Topsoil	2,000 cu.yd.	2.50	5,000.00
Watering	570 M-gal.	7.00	3,990.00
Bituminous Base Mixture	7,000 ton	9.25	64,750.00
Asphalt in Bituminous Base Mixture	390 ton	47.00	18,330.00
Coarse Aggregate Base	17,000 ton	4.10	69,700.00
3/4" - 0 Aggregate Base	2,000 ton	4.15	8,300.00
Class "B" Asphalt Concrete Mixture	6,500 ton	9.70	63,050.00
Asphalt Cement in Mixture	420 ton	47.00	19,740.00
Asphalt in Tack Coat	4 ton	90.00	360.00
3/4" - 0 Aggregate in Prime Coat	80 cu.yd.	13.00	1,040.00
MC-250 Asphalt in Prime Coat	15 ton	85.00	1,275.00
12-inch Culvert Pipe	630 lin.ft.	5.00	3,150.00
15-inch Culvert Pipe	320 lin.ft.	5.50	1,760.00
18-inch Culvert Pipe	800 lin.ft.	6.00	4,800.00
Extra for Pipe Under Pavement	56 lin.ft.	8.00	448.00
15-inch Paved Culvert End Slopes	2 only	100.00	200.00
18-inch Paved Culvert End Slopes	2 only	110.00	220.00
Concrete Manholes	1 only	475.00	475.00
Concrete Inlets, Type CG-1	1 only	300.00	300.00

Removal of Existing Sign	A11 Required		400.00
Installation	A11 Required		1,600.00
Painted Wood Sign Posts	A11 Required		3,000.00
Sign Support Footings	A11 Required		5,300.00
Breakaway Sign Posts	A11 Required		2,700.00
Triple Sign Supports	A11 Required		3,157.50
Type "A" Signs in Place	421 sq.ft.	7.50	2,902.50
Type "B" Signs in Place	387 sq.ft.	7.50	
Type "C", "D" and "R" Signs			
in Place	205 sq.ft.	5.50	1,127.50
Type "E", "F", "G" and "M"			
Signs in Place	103 sq.ft.	5.50	566.50
Type "U" Signs in Place	97 sq.ft.	6.50	630.50
Sign Illumination Equipment	A11 Required		3,150.00
Thermoplastic Pavement Arrows	2 only	100.00	200.00
Electrical Supply System	A11 Required		10,700.00
Area Illumination	A11 Required		29,000.00
Install Utility Conduit			
Under Highway	A11 Required		3,500.00
			<u>\$257,156.50</u>
	Subtotal		25,715.50
	10% Engr. & Cont.		<u>\$282,872.00</u>
	Total		

Length of Project - - - 0.000 Miles

RETAINED IN PROGRAM STATUS

Relocate Snow Fence	A11 Required	\$ 2,500.00
Reconstruct Existing Well	A11 Required	<u>7,000.00</u>
	Subtotal	\$ 9,500.00
	10% Engr. & Cont.	950.00
	Total	<u>\$ 10,450.00</u>

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Fed. Funds</u>	<u>State Funds</u>
Safety Rest Area	\$521,254.00	\$480,908.00	\$ 40,346.00
Comfort & Convenience Facilities	282,872.00	260,978.00	21,894.00
Subtotals	<u>\$804,126.00</u>	<u>\$741,886.00</u>	<u>\$ 62,240.00</u>
Retained in Program	\$ 10,450.00	\$ 9,641.00	\$ 809.00
Totals	<u>\$814,576.00</u>	<u>\$751,427.00</u>	<u>\$ 63,049.00</u>

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7679

Prefix No. 630-1018

DEADMANS PASS SAFETY REST AREA
PROJECT NO. EMP-I-80N-6(51)228

Nonparticipating - State Work

State's Responsibility for Damages	All Required	\$ 100.00
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OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 15, 1973

7679

SUBJECT:

To:

C. T. Keasey
Construction Engineer

SALEM

Water System
Deadmans Pass Safety Rest Area
Old Oregon Trail Highway
Umatilla County
Contract No. 7679

We do not concur with the recommendation of Roy Olson and Frank Hall regarding the expansion of the above water system.

It is my opinion that the 20 G.P.M. flow of the existing well would provide only minimal supply for landscaping and would provide only for the present domestic needs. To provide this minimum supply the well would have to produce at capacity 24 hours per day. If the pump coughed once, our supply would be inadequate.

We have nearly \$1,000,000 invested in this Safety Rest Area to date. It is inconceivable to me that we can afford to have this type of an investment hang by such a thin thread. We have an opportunity here to provide a demonstrated, dependable, adequate water supply as a supplement for the relatively moderate cost of \$40,000. I am reasonably sure that FHWA would not abandon us at this stage of the game, if pressed, no matter how much they would like to. With their help we could assure ourselves of an adequate water supply at a cost of about \$3,200 to the State. If we take a "wait and see" attitude, I believe we will find ourselves footing the whole bill in just a short time.

I request that you reconsider and request that a design be prepared to make this water available to the existing system.

WES:sh

S
Wendell E. Schwartz
Regional Engineer

cc H. S. Coulter
E. S. Hunter
Frank Hall
Norm Oliva

RECEIVED

MAR 28 1973

DESIGN
SECTION

Requires Reply
Requires Approval
Receiver's Copy
Do not file
Bring Up
Other

RECEIVED

MAR 16 1973

OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

2-27-73
Hall
Also draft a letter asking for a project to supply the additional water
EdH

3-28-73
Let's get it open
we have a year
test period
EdH
Co: Schwartz

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 7, 1973

To: Frank L. Hall
Design Engineer
224 State Highway Building

SUBJECT: Water System
Deadmans Pass S.R.A.
Old Oregon Trail Highway
Contract No. 7679

Attached is a watering schedule that will provide 2 to 2-1/2 inches of water per week for the lawn areas. Some adjustment will be required in the field to balance the irrigation system for areas that require less water and other areas that require more.

The storage reservoir is 25,000 gallons. 15,000 Gallons are maintained for toilet buildings and potable water. This leaves 10,000 gallons storage for irrigation.

Timing will be as follows:

Westbound

Lawn Large Heads, 60 minutes
Small Heads, 25 minutes
Shrubs, 10 minutes
Irrigation time, 6 hours = 12,500 gallons used
Storage 10,00 gallons + recharge 7,200 gallons = 17,200 gallons

Eastbound

Lawn Large Heads, 45 minutes
Small Heads, 25 minutes
Shrubs, 10 minutes
Irrigation time, 6-1/2 hours = 16,332 gallons used
Storage 10,000 gallons + recharge 7,800 gallons = 17,800 gallons

The westbound and eastbound areas would be watered on alternate days.

From these figures, it would be reasonable to think that there is enough water available to meet the requirements.

The Highway Division has another well located 4.5 miles from the rest area site, which produces over 30 gallons per minute. It would be possible to use this well in case of a failure of the existing water supply; so there would be a solution in case the existing well proves inadequate.

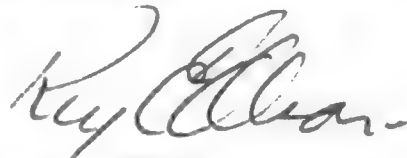
Frank L. Hall

Page 2

March 7, 1973

The FHWA will not participate in the 4.5 mile pipe line or drilling a new well.

It is recommended that the existing well be operated for awhile to determine the adequacy of the system.



Roy E. Olson
Landscape Engineer

vmt

November 6, 1972

TABULATION SHEET

OREGON STATE HIGHWAY
DIVISION

SHEET OF SHEETS

Deadmans Pass Safety Rest Area
Watering Time Required
West Side

	SECTION NO.	G.P.M.	HEADS	SIZE	MINUTES	TOTAL G.P.H.	
1	1	45.6	Lawn	S	25	1140.0	7
2	2	35.2	Lawn	L	60	2112.0	
3	3	35.2	Lawn	L	60	2112.0	
4	4	30.8	Lawn	L	60	1848.0	
5	5	45.6	Lawn	S	25	1140.0	
6	6	49.4	Lawn	S	25	1235.0	
7	7	47.3	Lawn	S	25	1182.5	
8	8	34.2	Lawn	S	25	855.0	
9	1	11.6	Shrub		10	116.0	
10	2	42.3	Shrub		10	423.0	
11	3	34.5	Shrub		10	345.0	
12				TOTAL	335 Minutes	12508.5 G.P.H.	
13					(5.5 Hours)		
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November 6, 1972

TABULATION SHEET

SHEET OF SHEETS

OREGON STATE HIGHWAY
DIVISION

Deadmans Pass Safety Rest Area

Watering Time Required

East Side

	SECTION NO.	G.P.M.	HEADS	SIZE	MINUTES	TOTAL G.P.H.
1	1	39.6	Lawn	L	45	1782.0
2	2	49.4	Lawn	S	20	988.0
3	3	39.6	Lawn	L	45	1782.0
4	4	48.9	Lawn	S	20	978.0
5	5	39.6	Lawn	L	45	1782.0
6	6	49.4	Lawn	S	20	988.0
7	7	43.2	Lawn	S	20	864.0
8	8	30.8	Lawn	L	45	1386.0
9	9	43.7	Lawn	S	20	874.0
10	10	52.8	Lawn	L	45	2376.0
11	11	44.6	Lawn	S	20	892.0
12	1	24.6	Shrubs		10	246.0
13	2	49.0	Shrub		10	490.0
14	3	41.1	Shrub		10	411.0
15	4	50.0	Shrub		10	500.0
16				TOTAL	385 Minutes	16,329.0 G.P.H.
17					(6.4 Hours)	
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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

February 16, 1973

ROUTING
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RECEIVED

FEB 22 1973

CONSTRUCTION
SECTION

To:

Mr. C. T. Keasey
Construction EngineerSUBJECT: Water System
Deadmans Pass Rest Area
Old Oregon Trail Highway
Umatilla County
Contract 7679

S A L E M

Attached is a lengthy and detailed report by Resident Engineer Oliva outlining the various alternatives available to us to provide the necessary water for the Deadmans Pass Rest Area.

Basically the problem can be summarized as follows:

1. Daily domestic needs
10,000 - 15,000 gallons
2. Daily landscape needs
12,000 - 16,000 gallons
3. Water available
28,000 gallons based upon continuous pumping of the existing well at the rate of 20 gpm.

The above figures shown for the needs for the landscaped area are considered an absolute minimum and there is some question as to whether these amounts would actually be adequate, particularly during the establishment period, periods of unusual dry, hot weather, or in the event that the well cannot continuously produce 20 gpm without depleting its source. Therefore, after thorough review by this office, we concur with the Resident Engineer's recommendation that we should proceed to pipe the water from an existing well approximately 4.5 miles away that is known to have a capacity of 32 gpm. We would recommend, however, that the pipe diameter proposed by the Resident Engineer be carefully reviewed and determine if it would not be more desirable to install a 2" or 2 1/2" PVC pipe in lieu of 1 1/2" pipe to cut down the friction loss and reduce the working load on the pump.

Mr. C. T. Keasey
Deadmans Pass Rest Area
Water Supply
February 16, 1973
Page 2

Also, we question the unit price of \$1.27 per foot for installation of this pipe in an 18" trench. This figure allows for \$1.00 per foot for trench excavation which we think could easily be accomplished immediately adjacent to the oil surface on the old highway.

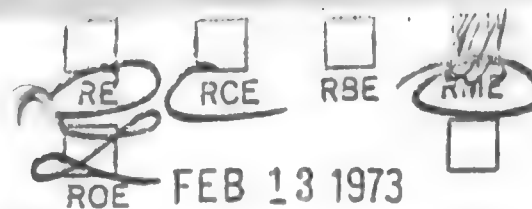
F.H.W.A. has withheld tentative approval of this work, however, we definitely feel that considering the investment in the project and the fact that they have approved our authorization to increase the amount of this contract that they should stick with us until the area is completed in a satisfactory manner.

Please advise if you wish for us to submit a work order to commence with this work.



Dale D. Allen
Region 5 Maintenance Engineer

DDA/bv
Attachment
cc: Walt Hart
Norm Oliva



OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Pendleton, Oregon

February 9, 1973

RECEIVED
RDE REGIONAL OFFICE

SUBJECT: Water Supply System
Deadmans Pass Safety Rest Area
Contract No. 7679

To: W. E. Schwartz
Regional Engineer
La Grande, Oregon

As you're quite well aware of, the above referenced project has a water problem and that being not enough water to supply both the domestic and irrigation needs. Herewith is a synopsis with three alternate proposals to solve the water problem.

Alternate No. 1: The existing well in which we plan on utilizing produces only 20 g.p.m., (22 at the maximum). This is approximately 20 g.p.m. short of supplying the required needs. This well will supposedly produce 28,800 gallons a day. If we estimate a maximum of 3,000 visitors a day using approximately 5 gallons of water each, this only leaves 13,800 gallons to irrigate 2 acres of lawn, 4,000 shrubs and ground cover, and 150 trees, spread out over the two rest areas.

Previously, Mr. Roy Olson had suggested that we utilize what water there is, but to shorten the watering cycles. For example his proposed schedule of the West Bound Area:

Lawn - Big Heads	= 60 minutes
Small Heads	= 25 minutes
Shrubs	= 10 minutes

The elapsed irrigating time of 6 hours, 12,500 gallons used. The East Bound Area:

Lawn - Big Heads	= 45 minutes
Small Heads	= 20 minutes
Shrubs	= 10 minutes

~~This is an alternative that we may turn to, but as you can see this method will just barely take care of the evaporation losses, let alone the plants needs. We could use this method but we would have to cut back some of the planting. Since the lawn will consume approximately 60 percent of the water, the lawn is most logical choice for reduction. But where do we start cutting? Any lawn reduction will have to be replaced with some type of planting bed. It isn't logical to leave the area bare because dust will be a nuisance, and the maintenance of weeds, and etc. will be just as expensive as maintenance of a lawn. Besides the problems involved eliminating the lawn, we will ruin the esthetic concept of the area.~~

We have progressed too far along with the project to make reductions in either the lawn or shrubbery planting because the sprinkling system is virtually completed, and the lawn areas and planting beds are laid out with topsoil in place.

Also I'm sure if we don't utilize the sprinkling system or any part of it, the FHWA will want their portion of the money of that system which isn't being utilized.

Alternative number two is the drilling of a second well. This well would have to be located quite some distance from the existing well. Our original thought about this well was to locate it on the West Bound side because it would be in close proximity of the water control building and the water reservoir, and we wouldn't have to cross the freeway with another line. However this line of thought is erroneous because if a well is drilled on the East Bound side, all that would be required to do is to tap into the 4 inch irrigation line crossing between the C2 line (entrance ramp), and the East Bound Rest Area.

The biggest factor about a second well is the possibility of pumping water from the same aquifer as the existing well. It appears that the existing well is pumping water from a "perched" water table, and its quite probable a second well will be drawing from this table, or stream. From what geological information that I have gathered, this area is in a mass basaltic flow, and that "perched" water tables are characteristic of this type geological formation. If the "perched" water table or underground stream is large enough, then we shouldn't effect the production of the existing well with the pumping of a second well. Before a second well is drilled, I recommend that a thorough geological examination be made of the area, such as seismic method of exploration.

The contractor has made a gamble bid for the drilling of a new well. His quote to drill a 6 inch hole, is \$7.00 per foot, and if he hits an adequate supply of water (20g.p.m.) he then would want \$30.00 per foot which includes well casing, but not the testing of the well. Assuming that a well is drilled just east of the East Bound Rest Area, we estimate that a 800 foot hole will be drilled. At \$7.00 per foot, it will cost \$5,600.00 for a dry hole, or \$24,000.00 for a well which is cased, and produces 20 g.p.m. or more. He also submitted a bid of \$24.00 per foot (which includes casing) if we take the gamble ourselves and accept whatever the well produces, this is a sum of \$19,200.00 not including the cost of a test (\$1,000.00). Another bid quote that the contractor received from another driller is \$15.00 per foot for a noncased hole. The only part of the hole to be cased would be the top 20 to 30 feet that has to be sealed. If we want casing all the way down, the cost per foot will be \$23.00. An interesting side light on this driller is that he "water witched" the area east of the East Bound Rest Area, and claims that there is a bountiful supply of water. Art VanSeeuwen, sub-contractor on the water supply system, witnessed the "witching", and stated that the forked willow twig actually squeaked in the drillers hand when he ran across water. The driller claims that the force was so great that he predicted about 50 g.p.m. at the 300 foot level. Well, believe what you may, but I'm not a believer of water witching, at least not yet.

With a second well, at least a 5,000 gallon reservoir should be constructed because the additional storage is needed to irrigate the areas adequately. With the 10,000 gallons of reserve that we have in the present reservoir an additional 5,000 gallon reservoir plus what is being supplied from the wells, should be sufficient to irrigate both areas adequately. For instance the E. B. area; the large heads can be left on for 90 minutes, the small heads for 60 minutes, and the shrubbery heads for 60 minutes with total usage of 41,600 gallons in an elapsed time of 16 hours. I'm basing the input to the reservoir from two 20 g.p.m. wells as a net of 30 g.p.m. In the evening hours when the demand on the domestic water supply isn't so large, and when in all probability the irrigation will commence, the input should be larger than 30 g.p.m. Any amount of water beyond the 30 g.p.m. average will be building up in storage for use in the next evenings watering. Even with the increased watering schedules, it appears that irrigation will still transpire every evening of the week. Listed below is an estimated cost break down of a second well located on the East Bound side:

6 inch cased well - 800 feet x ^{high} \$23 per foot	= \$18,400
well test	= \$ 1,000
5 H. P. pump	= \$ 1,000
1½ riser pipe - 750 feet	= \$ 850
conductors - 3 - #12	= \$ 240
Misc. switches, valves & etc. in pump house	= \$ 300
well housing	= \$ 500
5,000 gallon reservoir	= \$ 3,000
5 H. P. booster pump from reservoir	= \$ 400
2½ inch P.V.C. connection line - 1000 feet x \$1.30	= \$ 1,300
electrical supply line - 2,000 x \$0.45	= \$ 900
electrical conduit - PVC - 2,000 x \$0.90	= \$ 1,800
Sub-Total	\$29,690
+ 10% Contingencies	\$ 2,969
Total	\$32,659

This total cost can be reduced by \$6,000 if we want to take a chance and not case the hole, except for the seal portion.

Alternate number three involves installation of a 1½ inch P.V.C. pipe line from the well at the Cabbage Hill Interchange 4½ miles to the West Bound Water Reservoir. This well is a good producer. It is presently being used by Huges & Ladd Construction Co. for supplying their water needs in their grading operations. They have indicated to me that last summer they pumped continuously at the rate of approximately 30 g.p.m. into two 10,000 gallon storage tanks. The drill log on this well shows that it was drilled originally to a depth of 425 feet, and 187 feet of it cased. The previous owner of the well stated that the well constantly produced better than 20 g.p.m. when he used it for irrigation. Huges & Ladd deepened the well to 635 feet in hopes of gaining additional water, but they thought nothing was gained, but extra storage because they drilled strictly in black basalt.

With a second well, at least a 5,000 gallon reservoir should be constructed because the additional storage is needed to irrigate the areas adequately. With the 10,000 gallons of reserve that we have in the present reservoir an additional 5,000 gallon reservoir plus what is being supplied from the wells, should be sufficient to irrigate both areas adequately. For instance the E. B. area; the large heads can be left on for 90 minutes, the small heads for 60 minutes, and the shrubbery heads for 60 minutes with total usage of 41,600 gallons in an elapsed time of 16 hours. I'm basing the input to the reservoir from two 20 g.p.m. wells as a net of 30 g.p.m. In the evening hours when the demand on the domestic water supply isn't so large, and when in all probability the irrigation will commence, the input should be larger than 30 g.p.m. Any amount of water beyond the 30 g.p.m. average will be building up in storage for use in the next evenings watering. Even with the increased watering schedules, it appears that irrigation will still transpire every evening of the week. Listed below is an estimated cost break down of a second well located on the East Bound side:

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The contractor presently has in the well a $7\frac{1}{2}$ H.P. pump set at 610 feet. Our test of the well indicates 32 g.p.m. with very little draw down. The test wasn't conclusive for the fact that the $7\frac{1}{2}$ H.P. pump will only pump $30 \pm$ g.p.m. The static water level was at 423 feet. In the first half hour the static level was drawn down to 446, and then slowly, approximately a foot drawdown every two hours at a rate of 32 g.p.m. So we would be safe to assume at least 30 g.p.m. production from the well. It appears that this well is located in a good aquifer. My proposal for this alternative is to use the 20 H.P. pump which was originally supposed to be installed in the existing well because our total head from 550 feet in the well to water reservoir is 1000 feet. This pump will efficiently pump to a dynamic head of 1,100 feet. We have considered the friction losses, and head losses, and computed that it will take 18 H.P. to pump 1,100 feet, however, once we push the water over the last hill we will have a siphoning effect which will incorporate at least the last 10,000 feet of pipe. In other words, the maximum effort that the pump will put forth is initially filling the line with water. Once this happens, a siphoning will occur thus reducing the effort put forth by the pump by 2 H.P. Consequently we can eliminate a booster pump midway in the line.

By using a $1\frac{1}{2}$ " P.V.C. line instead of the $2\frac{1}{2}$ " P.V.C. line, the cost of installation will be cheaper by 4 cents a foot, and the velocity of the water will be more than twice that of a $2\frac{1}{2}$ inch line. However because of the large dynamic head, the pressures will vary from 297 p.s.i. at the well connection to a pressure of 45 p.s.i. at the highest point on the line. We would have to install 6,400 feet of Class 315 pipe, 5,500 feet of Class 200 pipe, and 12,200 feet of Class 160 pipe, to take care of the pressure variances.

The general route that the pipe will follow is from the well crossing under the W.B. structure across a corner of private land to the Right of Way of the Old Cabbage Hill Road and will generally follow along that Right of Way, except in one case where it will cross the same owners property about midway in the line. The property owner in reference is Larry Boltz, owner of Pendleton Ready Mix. He states that there won't be any problems of obtaining an easement for both of the crossings. The line will require approximately 500 feet of 8 inch C.M.P. for roadway, and road approach crossings. It will require 665 feet of $1\frac{1}{4}$ inch P.V.C. electrical conduit with three #4 electrical conductors from the power source to the well housing. It also will require 24,100 feet of $3/4$ inch P.V.C. conduit with two #10 signal wires running from the reservoir to the well for the actuation of an automatic shut off at the well, when the reservoir fills up.

With this conduit, 24 P.V.C. junction boxes will be spaced at 1,000 foot intervals. Twelve drain valves, and 10 air release valves will be required on the 1½" water line.

At the location of the well, a 10 foot random fill will be constructed above the top of the well; this will entail welding a 10 foot section of 6 inch casing on to the existing casing.

Listed below is the estimated cost break down for this alternative:

Well Casing - 10"x5.50/ft.	= \$ 55.00
Pump Installation	= \$ 500.00
Well Housing	= \$1,200.00
1½" P.V.C. Electrical Cond. & #4 wire	= \$2,550.00
P.V.C. Junction boxes - 24x\$20.00	= \$ 480.00
3/4" P.V.C. Electrical Cond. & #10 wires	= \$6,025.00
(24,100x25	= \$30,607.00
1½" P.V.C. pipe 24,100x1.27	= \$720.00
Drain Valves - 12x \$60	= \$1,100.00
Air Release Valves - 10x110	= \$43,237.00
Sub Total	\$ 2,000.00
Contingencies	\$45,237.00
Total	

There's only one problem in utilizing this well for this coming season, and that is Huges & Ladd anticipates using this well until late fall of this year. If we decide to go this route, we probably could make an agreement with them for the use of the well that would be satisfactory for both of us.

In evaluating all three alternatives, I feel that we have two choices, either the second well on the pipe line. Alternative number one is out, because we've progressed too far along on the project with the irrigation system and planting. If we eliminate the plantings, the Rest Areas will definitely appear to be half finished. For a non irrigated area, it should have been designed as such, something on the order of a Forest Service camp ground.

As for the choice of the well or the pipe line, if the money matter speaks louder than the facts, then the second well is the choice because we're talking of a savings of \$13,000.

The pipe line appears to be most logical choice because the well is a proven source of water and the fact that there isn't any other drawers of water in the near vicinity. In the case of a second well, we will in all probability be drawing water from the same source. We will use between 3 & 4 million gallons of water in a season. Is that much water available in the underground stream at the Rest Area? I don't think it is, nor do I think we should gamble that it is there.

-6-

Im going to have to recommend the construction of the pipe line even though the cost is appreciably more. At least we know that we have the water, now its just the cost of getting it to the Rest Area.

Norman L. Oliva

Norman L. Oliva
Resident Bridge Engineer

NLO:db
cc: File

7679

7679

January 24, 1973

Mr. H. S. Johnson
Senior Vice President
Portland General Electric Company
621 S.W. Alder
Portland, OR 97205

Dear Mr. Johnson:

On behalf of the Highway Division, I wish to express my sincere appreciation to the Portland General Electric Company, to you, Mr. Warren Zimmerman, Mr. Frank Macaness, Mr. Floyd Rader, Mr. Dick Murphy, Mr. Robert Hay, and to all others who were connected with the demonstration of your underwater closed-circuit television surveillance system. The demonstration of this equipment in your Portland shops to members of our Bridge Section, and subsequent demonstration of the equipment's capabilities in exploration of the water well in the Deadmans Pass Safety Rest Area has provided us with considerable useful information, both as to the equipment's capabilities and to the existing condition of the water well.

We can foresee numerous applications of this type of equipment in the future examination of underwater problems encountered by the Highway Division.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc: E. S. Hunter
C. T. Keasey
W. J. Hart
R. N. Bothman
V. D. Wolfe
W. E. Schwartz

JD: dpy

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1973

NOTED
A. E. JOHNSON

To: F. W. Yarbrough
Soils & Geology Engineer
Office

SUBJECT: Television Surveillance of
Test Well #2
Deadmans Pass Safety Rest Area
Old Oregon Trail Highway
Contract #7679

As requested, we attended the taping of the well inspection by closed circuit television surveillance system.

It was readily apparent that:

1. The well has considerable colloidal clay which is coming out of suspension and coating the casing.
2. Not all of the attempts at perforating the casing between 630 and 660 were successful. Detailed study of the tapes would be required to determine the percentage.
3. The well screen is separated from the end of the casing by five to ten feet.

In light of the above and the history of the development, it is recommended that the well be:

1. Flushed by surge pumping.
2. Put in service as soon as possible.

It is also recommended that:

1. The pump be set at 655 to 660 depth.
2. A second well be developed.

Further work is not recommended on test well #2 since there is a possibility of reducing the quantity of water now available.

Bob
Please to Johnson,
P/O a letter hit him,
Mr. (better get his right name)
Shankins Zimmerman
Warren Frank Macynett
and for their help
in this

RECEIVED
JAN 15 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER
BRIDGE DIVISION
JAN 18 1973

F. W. Yarbrough
January 12, 1973
Page 2

Should a detailed evaluation of the tapes indicate a safe and practical approach to repair the condition in test well #2, the work could best be done after the supporting well is in service.

William P. Milne
William P. Milne
Geologist

John F. Demezas
John F. Demezas
Geologist

WPM:af

cc: A. E. Johnson ✓
Victor D. Wolfe
Walter J. Hart
W. E. Schwartz
Norman Oliva
Vern Moore

RECEIVED
JAN 18 1973
BRIDGE DIVISION

RECEIVED
DEC 8 - 1972

FOR FILING

7679

December 7, 1972

Mr. H. S. Johnson
Senior Vice President
Portland General Electric Company
621 S. W. Alder
Portland, OR 97205

Dear Mr. Johnson:

Deadmans Pass Safety Rest Area
Contract No. 7679

Mr. Duane O. Christensen of the Bridge Section has requested that I contact you concerning your closed circuit television surveillance system.

We have drilled a 695-foot well at the Deadmans Pass Safety Rest Area on I-80N in the Blue Mountains east of Pendleton. This well has not proven out. The well casing was back-perforated with a mills knife and the well still has not improved. We suspect that back-perforation has not been accomplished. Would your television system help us find out? The well casing is six inches in diameter.

We understand that your equipment and operator are available for this type of work. Please let us know if you are able to do this and when this investigation could be performed. We are interested in having this work done as soon as possible. Please tell us what the charges would be and what arrangements need to be made.

If you have any further questions, please contact Mr. Duane O. Christensen, telephone 378-6551.

Very truly yours,

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
C. T. Keasey
L. L. Wallace
D. O. Christensen

A. E. Johnson
Assistant State Highway Engineer

DOC:ag ja

RECEIVED
OCT 30 1972

FOR FILING

7679

October 30, 1972

Foress Company
Box 687
Corvallis, Oregon 97330

Attention: Louis F. Snook
President

Gentlemen:

We have your letter of October 20 requesting information for filing a claim on the Hellsgate Construction Co., Inc., contract in Umatilla County. This information is as follows:

Contract No. 7679 - Hellsgate Construction Co., Inc., for improvement in Deadmans Pass Safety Rest Area on the Old Oregon Trail in Umatilla County.
Surety - United Pacific Insurance Co.
P. O. Box 1788
Eugene, Oregon 97401

For your information, we are attaching excerpts from the Oregon Revised Statutes relating to public contracts, bonds, actions on bonds. ORS 279.526 Notice of Claim is outlined on pages 2 and 3 of these excerpts.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fm
Att.

SALES, RENTALS, SERVICE
Silk Screen Processing
Sign Installation
Guide Posts
Barricades
Displays

FORESS CO.

BOX 887
PHONE 752-4479
320 S.W. SECOND ST.
CORVALLIS, OREGON 97330

October 20, 1972

SIGNS FOR EVERY PURPOSE
Outdoor Advertising
Construction
Commercial
Personal
Traffic

Oregon State Highway Dept.
Salem Oregon 97308

Attention: C.W. Head
Secretary to the Commission

Dear Sir:

Please advise this company the information required to
file a claim on the following;

7679
December 16, 1972 Letting, Contractor Hellsgate Con-
struction Company, Project Deadmans Pass Safety Rest Area,
Old Oregon Trail-Umatilla County.

We believe we should know the contract number, the
principles of the Hellsgate Company, Bonding Co., and
Agent.

Thank you for your consideration.

Very truly yours,

L. F. Snook
Louis F. Snook
President

LFS/ccf



NOTED
C. W. HEAD

5
RECEIVED
OCT 27 1972

FOR FILING

**OREGON STATE
HIGHWAY DIVISION**



7679
HIGHWAY BUILDING

SALEM, OREGON • 97310

DATE October 26, 1972

TO

G. L. Green, Acting Division Engineer
~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. KP-I-SON-6(51)228

FROM

ORIGINAL SIGNED BY
R. D. ASBURY

L. H. Young
Programming Engineer

SUBJECT

Request Change Order Approval

Contract 7679, Extra Work Order No. 5
Project Deadmans Pass Safety Rest Area
Highway Old Oregon Trail
County Umatilla

This order covers the cost of additional development work on an existing well in the westbound rest area to determine if additional water is available for rest area use.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on October 3, 1972.

Your approval as of October 3, 1972 is requested.

BMW:pr

Attach.



RECEIVED
OCT 5 - 1972

FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

1679
HIGHWAY BUILDING

SALEM, OREGON • 97310

DATE October 4, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Overrun of Project Authorization
Deadmans Pass Safety Rest Area
Contract No. 7679

An overrun in the project authorization for the subject project with Hellsgate Construction Co., Inc., is apparent. The original authorization was \$840,609 and it now appears that the final cost will be \$923,981, an increase of 9.9 percent.

The major causes of the overrun are the relocation of sewage facilities to satisfy the requirement of the County sanitarian, the relocation of the westbound toilet building to preserve the maximum number of trees, a new well and other miscellaneous items including added engineering costs resulting from overtime work by the contractor. This is a federal-aid project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the October 31 meeting and I recommend your approval.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
A. E. Johnson
W. J. Hart
V. E. Skoog
L. H. Young
W. E. Schwartz
V. L. Gallagher
Gary Ross
Gary Sund

RJW:dh dps

A E Johnson

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7679
Salem, Oregon

DATE September 29, 1972

TO Memorandum to the Files

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Deadmans Safety Rest Area
Old Oregon Trail Highway
Contract 7679
Well Improvement

NOTED
A. E. JOHNSON

Chuck Fredrickson, Region Bridge Engineer, called today regarding possible improvement of the existing well for the subject project.

The well now produces approximately twenty gallons of water per minute.

Mr. Fredrickson has discussed this well with a deep well driller from Pendleton who indicates that perforation of the casing in the area of the aquifer could possibly increase the quantity of water available from the well. We are now obtaining nearly all the water the well is capable of producing. The perforation may allow an increase of approximately five gallons per minute.

Mr. Fredrickson has also discussed this with the Region Geologist, Mr. Gordon Cochran, who believes that perforation of the casing may allow an increase in the capacity of the well of approximately five gallons per minute.

Mr. Fredrickson has discussed the matter of well improvement with Mr. O'Neil and Mr. Nichols of the Federal Highway Administration, and they believe that any improvement will not be eligible for federal participation. This is because they were originally given to believe that the well would produce approximately 60 gallons per minute. On this basis they approved the work for participation. Since the well is not producing the originally anticipated quantity, any improvement work is the responsibility of the State and not eligible for federal participation.

RECEIVED
OCT 2 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Memorandum to the File
September 29, 1972

-2-

Mr. Fredrickson indicated the alternates available are (1) Drill another well to supplement production of the existing well and (2) Revise the landscaping in order to reduce the quantity of water necessary for irrigation.

Mr. A. E. Johnson subsequently approved perforation of the well in an attempt to increase the water production contingent upon approval by the Federal Highway Administration. The estimated cost for such perforation is approximately \$3,500.

RWE/ag

cc A. E. Johnson
C. O. Fredrickson
L. L. Wallace
A. A. Rear
R. J. Wright

RECEIVED
SEP 26 1972

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7679

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer DATE September 25, 1972
~~XXXXXXXXXXXXXXXXXXXX~~
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308
Federal-aid Project
No. EMP-I-80N-6(51)228

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURY
L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7679, Extra Work Order No. 4

Project Deadmans Pass Safety Rest Area

Highway Old Oregon Trail

County Umatilla

This Order covers the cost of reinstalling 100 feet of guard rail which was removed to allow widening of the radius of the "B" Line. Installation of guard rail is not covered by the contract. All material salvaged from the existing guard rail shall be reused.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer, August 31, 1972.

Your approval as of August 31, 1972 is requested.

BMW:bbs

Attach.

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

Memorandum

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 11, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EMP I-80N-6(51)228
Deadmans Pass Safety Rest Area
Overrun of Project Authorization

Approval for increasing the project authorization as requested in Mr. Klaboe's September 1 letter is given. One of the major overruns listed was for a new well. The increase in authorization should not be construed as approval for the new well.

9-20-72

Hunter - all

RECEIVED
SEP 26 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

al
I don't understand the last sentence.
Is there anything I should do?
ESW

RECEIVED
SEP 20 1972

OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

RECEIVED STATE HWY ENGR							
SEP 20 '72							
REFER TO							
FOR							
Info	Specs	PD	DR	Eng	Asst	Chief	File

9-25-72
At present we are looking into perforating old well. If we do go to new well, prior approval from Feds to get partic. is nec. Hart should

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

cc: Walt Hart.

not city region to be
Save & get prior approval of
new well is needed *al*

SEP 5 1972

FOR FILING

7679

September 1, 1972

TO Glen L. Green, Acting Division Engineer
Federal Highway Administration

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Overrun of Project Authorization
Deadmans Pass Safety Rest Area
Contract No. 7679
Federal Aid Project No. EMP-I-80N-6(51)228

An overrun in the project authorization for the subject project with Hellogate Construction Co., Inc., is apparent. The original authorization was \$840,609 and it now appears that the final cost will be \$923,981, an increase of 9.9 percent.

The major causes of the overrun are as follows:

1. Relocation of Sewage facilities

Seepage beds and septic tanks had to be relocated to satisfy the requirements of the County Sanitarian. Since the new locations could not provide discharge of the effluent into the seepage beds by gravity, two pumping stations were required.

2. Relocation of the westbound toilet building

To preserve the maximum number of evergreen trees, the toilet building, curbs and picnic tables were relocated which made necessary revisions in the lighting, water supply and irrigation systems.

3. New Well

The existing well produces less than one-half the water required for the domestic and irrigation systems. The increased authorization will provide \$25,000 for the cost of providing adequate water supply.

(more)

Mr. Glen L. Green
September 1, 1972
Page 2

4. Other

Additional items included in the overrun are a revised duct system for water and power lines under the concrete court areas, and the covering of the rock slopes and court areas with topsoil and the mulching and seeding of these areas. Engineering will also overrun because of the overtime required to provide inspection for the considerable amount of time worked evenings and weekends by the contractor.

In view of the above, we request your concurrence in increasing the authorization for this project.

RJW:dh 1a

bc Tom Edwards
A. E. Johnson
Walt Hart
W. E. Schwartz
Norman Oliva

Information copies for Klaboe

OREGON STATE HIGHWAY DIVISION
 INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

August 16, 1972

SUBJECT: Deadmans Pass Safety Rest Area
 Old Oregon Trail Highway
 Umatilla County
 Contract 7679

To:

Mr. W. J. Hart
 Bridge Engineer

S A L E M

We are enclosing five copies of form E-372, Expected Overrun of Project Authorization, together with a summary of estimated overruns, underruns and anticipated items, and one copy of the letter transmitting this data to this office from Norman L. Oliva, resident bridge engineer on the project. We believe that this data is substantially self-explanatory, but offer the following additional comments.

At the beginning of this project, it became evident that the plan, as shown, did not blend into the existing terrain and that it would be necessary to relocate the toilet buildings and the curb lines, as well as the picnic tables, etc., in order to preserve the maximum number of evergreen trees. This, of course, required corresponding revisions in the lighting, water supply, and irrigation systems.

In order to obtain a permit for the construction of the sanitary facilities, the location of the septic tanks and seepage beds were reviewed with the County Sanitarian, who did not concur with the installations as planned. In order to satisfy the requirements of the sanitarian, it was necessary to relocate the seepage beds and the trailer dump stations with their septic tanks. This in turn required the installation of two pumping stations for effluent since the locations acceptable to the sanitarian were not conclusive to gravity discharge into the seepage beds.

The other major problem is the quantity of water available from the well. Our pump test has yielded only 22 g.p.m., and further development of the well is under study. An amount of \$25,000 is included in this summary in the event a new well is required. Cost of drilling the existing well was approximately \$17,700.

RECEIVED

AUG 18 1972

BRIDGE DIVISION

Mr. W. J. Hart
Deadmans Pass Safety Rest Area
August 16, 1972
Page 2

The engineering overrun is due to a large amount of overtime. The revisions to the plans required borrowing of personnel, and the Contractor elected to do a considerable amount of evening and weekend work.

We do not feel that the Resident Engineer has abused the engineering charges or that he will in the future. On the contrary, we feel that he is doing an excellent job of inspection and correlating the work.

We have worked closely with the F.H.W.A. Area Engineer and his assistant and are in agreement with them and with your office as to the necessity for the changes which have been made and which are anticipated.

We feel that we have a fair idea of the overrun to be expected, and submit it at this time for your consideration.

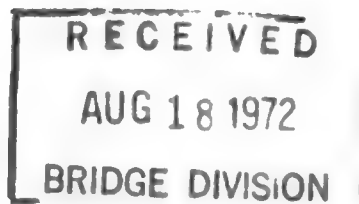
W. E. Schwartz
Regional Engineer

By



C. O. Fredrickson
Regional Bridge Engineer

COF/bv
Enclosures
cc: Norm Oliva



OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Pendleton, Oregon
August 14, 1972

☐ RE ☐ RCE ☒ RBE ☐ RME
AUG 15 1972
☐ RECEIVED
RDE REGIONAL OFFICE

To: W. E. Schwartz
Regional Engineer
La Grande, Oregon

SUBJECT: Expected Overrun of Project Authorization
Deadmans Pass Safety Rest Area
Old Oregon Trail
Contract No. 7679

Submitted herewith for your approval are six copies of "Expected Overrun of Project Authorization" for the above referenced project.

The expected overrun is \$83,371.96 or 9.92%, there are several reasons why the project cost is so high. One of the prime reasons is that the sewage facilities had to be revised in order to obtain a permit from Umatilla County Sanitarian. The seepage beds had to be constructed above ground which necessitated pumping of the effluent. These changes cost \$23,470.

Another reason for the overrun is the revised duct system. Because of the Elpaso and Chevron gas lines running through the project, ducts had to be used for the crossing of their lines. Also ducts were added for water & power lines crossing under the concrete court areas. This revision cost \$3,462.00.

The changing around of the W.B. toilet building resulted in irrigation, water supply, and illumination revisions amounting to \$7,508.00.

The covering of all rock slopes & the court areas with topsoil will amount to \$21,500.00 overrun. In hand with this is the seeding & mulching which will amount to approx. \$14,000.00 more.

Probably the biggest single item that will overrun on this project is a construction of a new well. The existing well produces only 22 gal/min but 45 to 60 gal/min are required to take care of both domestic & irrigation systems. The estimated expense of a new well is \$25,000.00.

The last major overrun is the engineering. Due to the vast amount of revisions made, the restaking of changes & the long hours & weekends that the contractors have worked, the engineering is estimated to overrun \$24,344.00.

Norman L. Oliva

Norman L. Oliva
Resident Bridge Engineer

NLO:db
cc: File

Expected Overrun of Project Authorization

County Montilla Kind of Work Improvement Contractor Hallgate Construction Co.

	Authorized	Estimated
Contract Amount	729,724.50	729,043.25
Anticipated Items	10,900.00	103,937.52
Contingency (4½%)	33,328.10	0.00
Engineering	66,656.21	91,000.00
Credits		
PROJECT COST	840,608.81	923,980.77

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 10-31-72

NET INCREASE \$ 83,371.96 = 9.92%

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

Expected Amount	Net Change
--------------------	---------------

Because so many unanticipated items, separate sheets are attached.

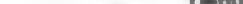
Principal reasons for overruns (Continue on reverse side): _____

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Norman L. Olive Resident Engineer

Noted by Walter H. Hart
Construction or Bridge Engineer

Confirmed by _____ Division Engineer

Noted by 
Deputy or State Highway Engineer

STATE COPY
OREGON STATE HIGHWAY DEPARTMENT

3-30-72

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Deadmans Pass Safety Rest Area Date March 17, 1972
Highway Old Oregon Trail Contract No. 7679
County Umatilla Prefix 630-1018
Contractor Hollsgate Construction Co., Inc. F. A. Project No. ETP I-80N-6(51)228
Address Calridge, Oregon Star Rt Box 165-X Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Relocate existing Snow Fence. Remove stockpile and reinstall at later date.

Handwritten: 4-13-72

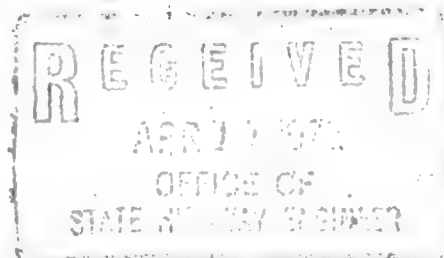
Location by station numbers:

East Bounq Rest Area.

NOTED
A. E. JOHNSON

Estimate of quantities and cost:

Labor = \$1,800.00
Equip. = \$ 700.00
Total \$2,500.00



Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contract additional anticipated item.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	\$ 840,608.81
Present estimate of project cost, including \$2,500.00 for work under this order	\$ 840,608.81
Expected under-run over-run amount	\$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Norman L. Oliva
Norman L. Oliva
Resident Engineer

Approval Recommended: [Signature]
Division Engineer

Approval Recommended: [Signature]
Construction Engineer or Bridge Engineer

Approved: [Signature]
Deputy State Highway Engineer, Assistant State Highway Engineer or Civil Engineer

RECEIVED
JAN 12 1972

FOR FILING

P-
ON-6(51)228
7679

January 11, 1972

Hallgate Construction Company, Inc.
Star Route Box 165-X
Oakridge, Oregon 97463

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7679 for improvement in
the Deadmans Pass Safety Rest Area of
the Old Oregon Trail in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Ins. Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Co.
P. O. Box 1788
Eugene, Oregon 97401

United Pacific Ins. Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
Walt Hart
Wendell Schwartz
Roy Olson
Norman Oliva
L. H. Young
Attn: Vince Gallagher

RECEIVED
DEC 22 1971

FOR FILING

5171P-
I-80N-6(5A) 421
7679

December 23, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of December 21, 1971, is requested in the award of contract for the Deadmans Pass Safety Rest Area, Project No. BMP-I-80N-6(51)228.

The contractor receiving the award is Hollagate Construction Co., Inc. in the amount of \$729,724.50 with Contract No. 7679 assigned. This bid was received on December 16, 1971, and awarded December 21, 1971.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by FPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with Par. 6b of FPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendums to the plans and proposal for this project before the bid opening date.

Federal Highway
Administration endorsement.

Date _____
I concur in the award.

R. E. Simpson
Division Engineer

DAR:alc

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

12-1-71
RECEIVED
DEC 21 1971

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL AID PROJECT NO.
EMP-1-80N-6(51)228

LETTER OF APPROVAL AND/OR AUTHORIZATION
FOR FILING.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

STATE PROJECT NO.
DEADMAN'S PASS SAFETY
REST AREA

COUNTY NAME

UMATILLA

ITEM NO.

1-662

PROGRAM STAGE (Check)

☐ 1

☒ 2

TO:

EMP-1-80N-6(51)228

7679

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

RECEIVED
DEC 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

12-6-71
Young

DATE PS&E APPROVED
NOVEMBER 23, 1971

DATE AUTHORIZATION EFFECTIVE
NOVEMBER 23, 1971

FEDERAL ROUTE NUMBER
INTERSTATE ROUTE 80N

STATE ROUTE NUMBER
OLD OREGON TRAIL HIGHWAY ROUTE #6

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF \$500.00 AND ON THE JOB TRAINING IN THE AMOUNT OF \$800.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE
LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
PREPARATION

☒ OTHER (Specify)

CONTRACTOR'S FLAGGING \$500.00
ON THE JOB TRAINING 800.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF
BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE
AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S NOVEMBER 16, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HERE

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 - "FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

DATE
12-1-71

SIGNATURE OF APPROVING OFFICIAL

J. Green

TITLE
FOR DIVISION ENGINEER

NOTED
TOM EDWARDS

RECEIVED
NOV 10 1971

TRANSACTION NUMBER 11-38

FORM PR-48
(REV. 7-67)

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PRM 21-1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATE HIGHWAY DEPARTMENT
OREGON

DATE
11-4-71

BY (Signature)

MR. YOUNG'S OCTOBER 27, 1971 LETTER

TITLE

PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS

☒ FAI

☐ FAP

☐ FAV

☐ PAS

☐ OTHERS

OTHER IDENTIFICATION AND/OR REMARKS (Sign)

LOCATION

DEADMAN'S PASS SAFETY
REST AREA

WORK

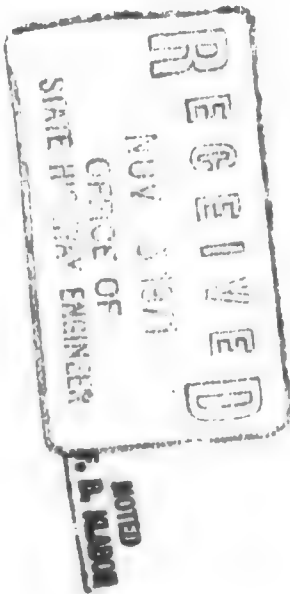
CONSTRUCT EAST BOUND
AND WEST BOUND REST
AREAS.

ITEM NO.	PROJECT NOS.	STAGE 1		STAGE 2		FEDERAL FUNDS
		ITEM NOS.	THRU	ITEM NOS.	THRU	
662	EMP 1-80N-6(51)228	0.0		930,000		858,000
				TOTAL ESTIMATED COST		
				11-8-71		

REMARKS (Division)

28

Specing
11-8-71



NOTED
JIM EDWARDS

DATE

7679

RECOMMENDED
SIGNATURE AND TITLE

DATE

11-4-71

APPROVED
SIGNATURE AND TITLE

R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation of the part of the Federal Government to provide Federal funds for the undertaking.

MONTHLY TRANSACTION NO.				FORM PR-1 (REV. 4-61)				FEDERAL-AID PR			
DATE SUBMITTED TO W.O.				10-27-71				(PPM 2)			
CARD 2	REPORT NUMBER 1		PROJECT LOCATION (65 typewriter spaces) I-80N 19.0 mi. SE of Pendleton				ADT		PRESENT 3850	FUTURE 6200	YEAR 91
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Safety Rest Areas				NATL. FOREST	FH ROUTE NO.	SUPV AGENCY	DA CLASSIF.	DA AREA	EMERG. YR. EMP	PL. AUTH.
CARD 4	CLASS OF FEDERAL FUNDS Interstate								COUNTY NAME Uma		
NAME OF URBAN AREA								ROUTE NO. I	FEDERAL-AID I-80N		
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	
1	(14) 15	(16)	41	42	43	46	53	(54) (55) (56)	(57) (58)	(59)	
5					PE		I-80N 19.0 mi. SE of Pendleton				
5					ROW		"Deadmans Pass Safety Rest Area"				
5					CONST (CODE)			0.00	930,000	858,000	
CARD 1	CODE 1	PREPARED BY				PROJECT TOTALS		0.00	930,000	858,000	
1	14	PROGRAM APPROVAL DATES						(116)	(123) (124)		

For PR

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

-27-71

ADT	PRESENT 3850	FUTURE 6200	YEAR 91	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 042	ITEM NO. 662
ADT	(66)	(68)	(70)(71)(72)	(73)	(74)	(75)	(76)	(77)
DA CLASSIF.	DA AREA	EMERG. YR. EMP	PL. AUTH YR.	PREFIX LETTER(S)	PROJECT NUMBER EMP-I-80-6	SEQ. NO. (51)	I. Projects Only POST MI. DESIG. 228 N	
(69)	(70)	(71)(72)	(73)(74)	(75)	(76)	(77)	(78)	(79)
COUNTY NAME Umatilla					CODE 059	PROGRAM STAGE 1 OR ☒ 2		
ROUTE NO. I I-80N					STATE 6	U.S. I-80N		
ESTIMATED PROJECT COST BY PHASES					CHARACTER OF PROPOSED WORK (Full description)			
MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS				
(80)(81)	(82)(83)	(84)(85)	(86)	(87)				
					Const. EB & WB Rest Areas' circulatory roads, parking, comfort and convenience facilities. Revise EB"on" & WB "off" ramps of Intchge. and relocate portions of frontage road.			
					ROW-250' normal; Access Control-full; Parking restrictions-complete; Utilities-adjustment required including preparatory work.			
0.00	930,000	858,000	72,000					
0.00	930,000	858,000	72,000					
(88)	(89)	(90)(91)	(92)	(93)	REMARKS			

Additional Data: Item 550;
Project I-80N-6(35).

For PR 37B: RW-1; ROW-F; Sanitary Facility-Y.

USCOMM DUSCOMM-DC 48903-P81

DEADMANS PASS SAFETY REST AREA

Remarks continued -

Project Data: The proposed project consists of construction of the eastbound and westbound rest areas providing features common to this type of motorist service e.g. circulatory roads, parking areas, water system, toilet facilities, illumination, picnic facilities, landscaping, irrigation system, etc. Revise EB "on" and WB "off" ramps of Deadmans Pass Interchange and relocate portions of frontage road.

This project will have a vehicle parking capacity of 23 truck-trailers and 37 passenger cars.

Type Code YO21; Safety Rest Area		\$535
Type Code YO22; Comfort and Convenience Facilities		\$219

Design Approval and Clearinghouse Review: FHWA concurred, in their memorandum of September 22, 1970, that design approval had been given prior to January 1, 1970, the effective date of current PPM 20-8 and because all the necessary right-of-way had been acquired prior to January 1969, no clearinghouse review is required as authorized under Paragraph 2b of IM 50-1-70.

Environmental Statement: Not required as design approval was given prior to January 1, 1970.

Utilities: Adjustment of the following (Type Code Y060):

El Paso Natural Gas Pipe Line		\$1
Pacific NW Bell		\$1

NOTE: On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the contract documents.

This highway project is in the Pendleton (Umatilla County) Labor Area where unemployment is extensive enough to qualify the project as an EMP Project under IM 30-5-71, Section (b), "Projects to Stimulate Jobs in Areas of High Unemployment", based on September 1971 publication, "Area Trends in Employment and Unemployment", by the U.S. Department of Labor, Manpower Administration, Washington, D. C.

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RECEIVED
MAY 19 1971

FOR FILING

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 1

Section: Deadmans Pass Safety Rest Area
Highway: Old Oregon Trail
County: Umatilla
Prefix: _____

Res. Engr. _____
Approx. Length _____
Sta. _____ to Sta. _____
Date May 11, 1971

Mean Truck A.D.T. 54
Traffic Coefficient 8.2
18 kip s. a. per day 81.8

Annual Precipitation 28"±
Frost Penetration 30"-36"
CBE Total Requirement 25.5"

(1)

Typical Soil

39 LL
7 PI
58 %P 10
34 %P 200
41 % Gravel
13 % C Sand
12 % F Sand
22 % Silt
12 % Clay
12 R Value

A-2-4 AASHO Classif.

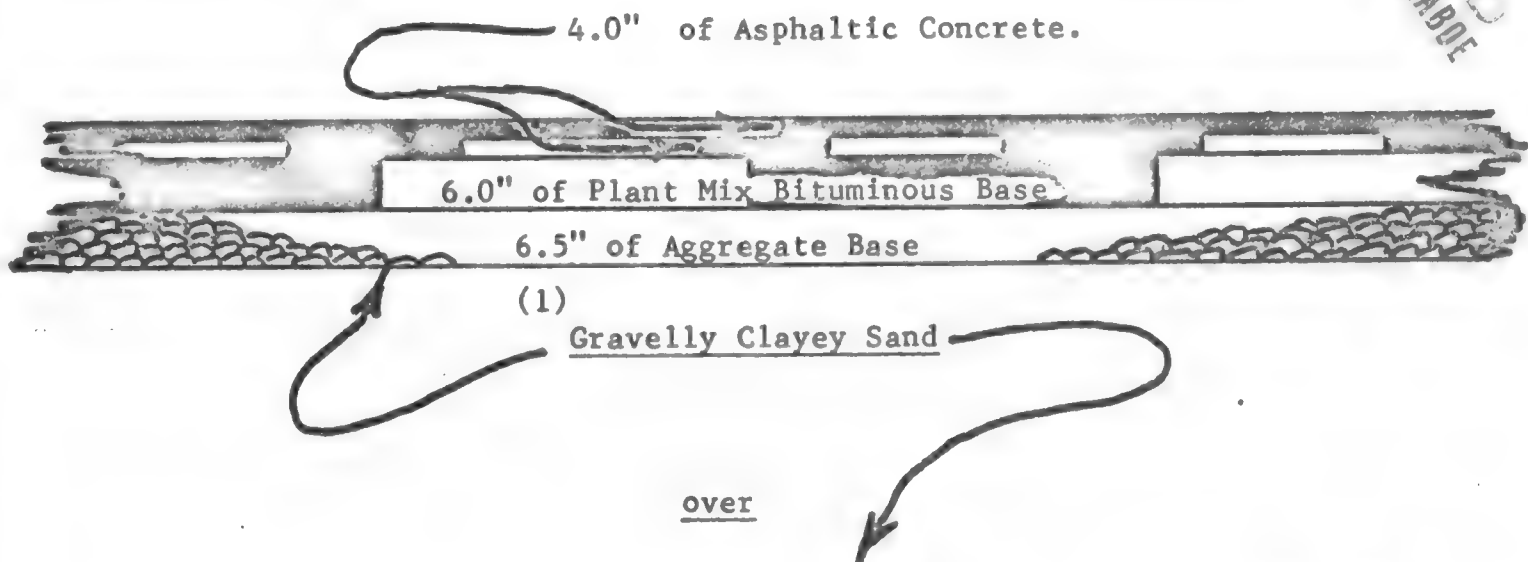
Materials Source:

To be determined by
Resident Engineer.

Credit	Actual Thick.	Component
8.0"	4.0"	A.C.
11.0"	6.0"	P.M.B.B.
6.5"	6.5"	A.B.
25.5"	16.5"	

STRUCTURAL SECTION

ACCELERATION, DECELERATION LANES AND TRUCK PARKING



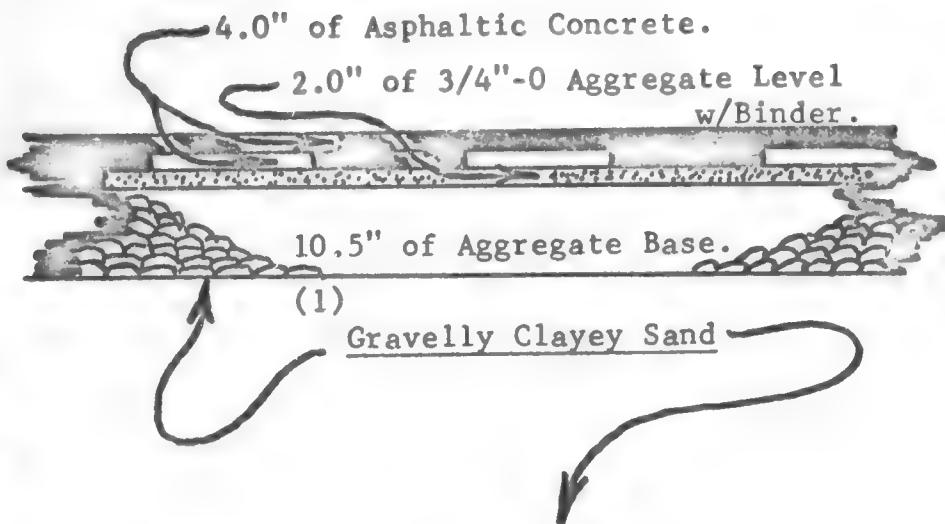
NOTED
F. B. KLABDE

F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

Submitted by [Signature]
Base Design Engineer
Recommended by [Signature]
Engineer of Materials and Research
Recommended by [Signature]
Asst. Program and Planning Engineer
Approved by [Signature]
Asst. State Highway Engineer

STRUCTURAL SECTION

CARS ONLY



Credit	Actual Thick.	Component
8.0"	4.0"	A.C.
2.0"	2.0"	A.L.
10.5"	10.5"	A.B.
20.5"	16.5"	

STRUCTURAL SECTION

Credit	Actual Thick.	Component

SECTION: Deadmans Pass Safety Rest AreaHIGHWAY: Old Oregon TrailCOUNTY: Umatilla**"OTHER ROADS"**

<i>Traffic Coefficient</i>	<i>A.C. Wearing Surface</i>	<i>Aggregate Base</i>	<i>Aggregate Base</i>	<i>"CBE" Total Requirement</i>	<i>Actual Thickness</i>
--------------------------------	-------------------------------------	---------------------------	---------------------------	--	-----------------------------

NONE**Remarks:**

A 2.0" Asphaltic Concrete overlay is recommended where the "Existing Roadway" is utilized.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete	=	2.0 "	Aggregate Base
1.0" Plant Mix Bituminous Base	=	1.8 "	Aggregate Base
1.0" Cement Treated Base	=	1.8 "	Aggregate Base
1.0" Oil Mat	=	1.1 "	Aggregate Base
1.0" Aggregate Subbase	=	0.8 "	Aggregate Base
1.0" Lime Treated Subgrade	=	0.8 "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSISSECTION: Deadmans Pass Safety Rest AreaHIGHWAY: Old Oregon TrailCOUNTY: Umatilla180 Present ADT (1969)20 Percent Trucks

<u>AXLES</u>	<u>ONE WAY TRUCK ADT</u>	<u>EXPANSION FACTOR</u>	<u>TOTAL TADT</u>	<u>MEAN TADT</u>	<u>ONE WAY RAMP EWL</u>	<u>AVERAGE ANNUAL EWL</u>
2	<u>5</u>	<u>1.9</u>	<u>10</u>	<u>8</u>	900	<u>7,200</u>
3	<u>4</u>	<u>1.9</u>	<u>8</u>	<u>6</u>	2000	<u>12,000</u>
4	<u>3</u>	<u>1.9</u>	<u>6</u>	<u>5</u>	2500	<u>12,500</u>
5	<u>24</u>	<u>1.9</u>	<u>46</u>	<u>35</u>	6360	<u>222,600</u>
6	<u>0</u>	<u>---</u>	<u>--</u>	<u>--</u>	5140	<u>---</u>
			<u>54</u>	<u>TOTAL</u>		

TOTAL AVERAGE ANNUAL DESIGN EWL 254,300TWENTY YEAR EWL 5,086,000TRAFFIC COEFFICIENT 8.2

SECTION: Deadmans Pass Safety Rest Area

HIGHWAY: Old Oregon Trail

COUNTY: Umatilla

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair Poor
Remarks:
5. Cost Comparisons: None made--See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Not applicable.
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: No problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a short section, and traffic does not warrant the use of P.C.C.

Form PHWA-121 (12-67)

SEP 28 1970 UNITED STATES GOVERNMENT

FOR **Memorandum**

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(-)228
Deadman's Pass Safety Rest Area
Design Approval

It is agreed that design approval for the subject project had been given prior to the effective date of the current PPM 20-8. This is based on the information furnished in Mr. Young's September 10 letter.

Also since all of the necessary right of way had been acquired prior to January 1969 no clearinghouse review is required as allowed under Paragraph 2b of IM 50-1-70.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: September 22, 1970

In reply refer to: 08-35-EC

9-24-70
sig to Young
NOTED
JOM EDWARDS

RECEIVED
SEP 24 1970
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C.



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

EHS-I-80N-6
(52)237
#7680

Meacham-Hilgard Sec., of Old 1971
Oregon Trail, NW of LaGrande
(Grad., pav., sign.)

CYA 4404 - 1/13/72
CYA 4583 - 10/4/72
CYA 4624 - 12/27/72
CYA 2274 - 5/7/73

December 5, 1980

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

CON 5
#7680

Gentlemen:

A post-final payment for \$15,534.50 will be made to J. C. Compton Company on Contract No. 7680 for work on the Meacham-Hilgard Section of the Old Oregon Trail in Umatilla and Union Counties as soon as the warrant is prepared.

The total amount paid on this contract will be \$4,145,522.09 including the post-final payment. Of the total, \$174,976.47 is for force account.

Sincerely,

Robert W. Gernsen
COMMISSION SERVICES

enc
cc: J. C. Compton Company
P. O. Box 86
McMinnville, OR 97128

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

718
L.
June 16, 1980

CON 5

copy
CEN
806
Mr. John Compton
J. C. Compton Company
P.O. Box 86
McMinnville, Oregon 97128

Dear John:

I was embarrassed after reviewing the files recently to discover that I had failed to repond to the contract claim type concerns you discussed with me over a year ago. I hope you will accept my apologies. Let me try to relate the results of what I was able to conclude and do in response to at least some of the things we talked about.

1. Purchase of rock from Meacham-Hilgard Section, Contract 7680.

I reviewed the information in our files and visited with Bill Ferguson, John Hagedorn, as well as Region 5 and Construction office people. It appears we agreed to purchase, at \$1.37, an estimated 55,000 tons of rock that you produced on this project for use on a later job and that this \$1.37 price would apply to any quantity of material we used, which when added to the amount used in this contract, would total the "net quantity" as shown on the plans. As reflected in the correspondence, this price would apply to material we used up to about 58,458 tons. We also agreed to pay \$1.29 a ton for any material we used over this amount. The records indicate that a total of 55,101.45 tons was used and paid for and that, although there was a desire to use all the available rock you had produced, this was all that we, in fact, did use. I must conclude that no additional compensation is warranted.

2. Problems encountered with obtaining a median crossing on the Canyonville-Glendale Junction Section, Contract 8060.

The information in our files was reviewed and the circumstances discussed with people from our Construction office as well as Region 3. It appears that even though it was not the intent of our design to permit median crossings, this intent was not clear to the engineer that showed the project. My conclusions are that we goofed twice. First, in not making the intentions of the design clear to our engineer and, secondly, in not admitting this until pressured by the letter from your attorney. I have subsequently tried to impress on our people the importance of properly and uniformly discussing possible problems with all

Mr. John Compton
June 16, 1980
Page 2

prospective bidders on a project, of willingly admitting when we have made mistakes, but primarily of the importance of working with our contractors to help them perform the work under a contract as economically as possible--that in the end the public will benefit through better work at lower costs when we work together.

3. Delay in time from completion of work to final acceptance and to final payment.

A review of the dates and comments in the memo Emerson Page wrote you indicates there is some misunderstanding as to when work on a contract has been completed. A date commonly referred to as the "completion date" is that point when the physical work is substantially completed and work day charges are stopped. The actual date we must use as final acceptance is the date when all contract obligations have been fulfilled by the contractor. Basically, we cannot accept the job until the project cleanup has been performed, any necessary repair or adjustment work completed, and the submission of any required bills, certificates, or other paperwork. Often the last obligation completed on contracts is the PR-47 form.

I certainly realize that delays from the time all the work is completed until final payments are made are costly to the contractors. The Construction office has a procedure where every couple of months following completion of work on a project, an inquiry is made of the appropriate region office to check on progress toward final acceptance; i.e., has the contractor sent in all his documentation, etc. We are investigating to see if some similar process from the region to the resident to the contractor might be beneficial.

4. Delays in getting information on assessment of penalties.

It is my hope that the studies and voluntary work on some projects currently underway using more of a statistical format of sampling will result in procedures that will provide better and more current information on projects. I think you know what is being done, but in case you don't, the following are some of the things we are trying and what we hope to achieve.

- A. At contractor's option, test aggregate from cold feed for both job control and acceptance. This will permit more current information for any appropriate plant adjustments and daily information on any out of specification material that is incorporated in project. It has already reemphasized the importance of uniform crushing and stockpiling of the aggregate.

Mr. John Compton
June 16, 1980
Page 3

- B. Where the contractor furnishes either calibrated storage tanks or a reliable meter in the asphalt supply, procedures other than extraction can be used to determine the percentage of asphalt in the mix. A nuclear gauge may be an additional tool.
- C. Maintain and perhaps even emphasize an appropriate split in the responsibilities of the engineer and the contractor. The engineer will have to provide accurate and current information to the contractor on the acceptability of the material. The contractor will have to monitor the uniformity of the aggregate production and handling so that if a change occurs, a mix design change can be considered and made if proper or modifications in aggregate production undertaken to avoid costly price adjustments in the contract payments.
- D. Following some trial applications of specific target numbers or percentages for mix designs similar to those in use by the FHWA, I would hope to agree on and adopt a schedule that would not only encourage contractors producing a quality product to avoid any reduction in compensation but perhaps even pay a premium for producing an even high quality road surface for the public.

5. Consider time extensions with price agreements.

A time extension can be considered at any time and for a variety of reasons. However, adjustment in time can only be made for those causes that are not only beyond the control of the contractor (which most additions to a contract are), but also which actually affect the time necessary for completion of work under the contract.

6. Consider assessing penalties on a 500 ton lot.

The task force is looking at a lot consisting of one shift's production which perhaps would be in the 2,000 to 3,000 ton size with tests normally on five sub-lots per lot. I think we both hope the material would be uniform enough so there would be no penalty.

7. Delay in getting information on penalties.

It is my hope that the new "cold feed" testing will provide daily or at least day following information on any possible penalty.

Mr. John Compton
June 16, 1980
Page 8

8. Should resident engineer be able to make modifications in mix design?

A resident engineer can obtain approval for a mix design change fairly rapidly in most cases through a telephone contact with the materials lab. We are working on ways to train or educate our field people on the implication of various modifications in mix designs. In many or most cases when a change may be appropriate, there has been some change in the gradation of the aggregates being produced. It is my conviction that the contractor has the prime responsibility of monitoring the crusher production and when the gradation starts to change, raise the question with the resident engineer so that either a change in the mix design or a change in the aggregate production can be considered, whichever is appropriate. I also believe the resident engineer has a responsibility to provide guidance to the contractor. To work properly it has to be a team effort.

9. Use the same specification for crusher and plant.

It is my opinion that we are and it is my conviction that in most cases if we don't, we will have problems, when considered with our proposed cold feed testing and drum mix plants. Our specifications are generally written towards an end product and I think this has to be. At the same time, the only place you can control the gradation of the aggregate, other than by adding muck sand or something, is to do so at the crusher. The only controlling that can normally be done after that is to control how much of the combined aggregate comes from each of the two or three piles. These test results will indicate how much segregation and perhaps degradation occurred following the crushing and screening operations but you can't change what the crusher has already done. This just points out the importance of uniformly crushing, piling and handling our aggregates.

10. Attitude of resident engineers about contractors.

After our meeting, I attended all last year's resident engineer meetings and tried to lay on them pretty heavy my philosophy that a part of a resident engineer's job is to help the contractor perform the work under the contract as economically as possible while still providing the public a quality product. Also, that it is my conviction that by and large the contractors are interested in, and want to build a road or bridge that will last and that they can point to with pride as an improvement with which they had a part. I would hope my spiels then and since have improved some attitudes. Any observations or recommendations you can give me would be gratefully appreciated.

Mr. John Compton
June 16, 1980
Page 5

11. Other items on specific contracts.

Because of the delay and my failure to respond earlier to you, I propose not going into individual discussions on each of the projects mentioned in the memos you gave me. It is my understanding that even though we and FHWA have some resolving still to do on at least one project, that final accounting or payments to you have been made. Following our meeting, the computations for non-specification materials were reanalyzed and computed. I reviewed these computations and couldn't find any errors not previously identified. (I was concerned about the rather sizable amount of material that our tests showed outside the specifications.) I hope, by this time, your retained security deposits have been released. Our records, at that time, indicated that you had either been notified of our release of the securities or they had been transferred at your request on about half of the projects before our meeting. If you are still having retainage on other problems, let me know and I will do what I can to solve them. I think I have rambled on long enough.

Again, I hope you will accept my apology for dropping the ball or losing it and not getting back to you earlier. Now that you are an old man over 50, I hope you will be tolerant of and forgive me.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:pf

bc: F. B. Klaboe
C. T. Keasey
Jack Sullivan

STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HHO-32)U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 14	COUNTY Umatilla & Union	DIVISION Oregon
DATE OF REPORT 2/25/76	REPORT MADE BY R. A. Nichols, Area Engr		PROJECT NO. HS-1-60N-6(52)237
COMPLETION DATE 10/7/74	ACCEPTANCE DATE BY CONTRACT AGENCY 5/22/75	TIME ELAPSED 100 %	CONTRACT TIME 475 calendar days + 71 Day extension=546 CD
APPROVED EXTENSIONS 71 Calendar Days	LOCATION 1 mile NE of the Meacham Interchange, thence southeasterly 15.7 miles to the Hilgard Interchange about 13 miles NW of LaGrande		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.

COPY SENT

**MEACHAM-HILGARD SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, and Signing**

FEB 27 1976

Washington

RECEIVED

MAR 1 1976

Office of
Assistant State Highway EngineerNOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by R. A. NICHOLS R. A. Nichols		SIGNATURE Original signed by E. J. Valach Dist Engineer E. J. Valach	
TITLE Area Engineer	DATE 2/25/76	TITLE District Engineer	DATE FEB 27 1976

STATE COPY

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION															
STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS															
(PPM 20-2 and PPM 40-4)															
A L L	To be completed by Washington Headquarters Personnel														
	16	18	19	22	23	24	25	27	28	30	31	33			
C A R D A	PART A (To be completed by FHWA or State Highway Personnel (See instructions on reverse))														
	STATE Oregon			COUNTY Umatilla & Union			FEDERAL PROJECT NO. EHS-I-80N-6(52)237				URBAN () RURAL X ()				
	ITEM	DESCRIPTION		UNIT	ROADWAY QUANTITY		BRIDGE QUANTITY (Over 20 ft.)		DATE STARTED						
	CONSTRUCTION TYPE CODES				6203	Y106			4-19-72						
					Y101	Y002									
	20	FINAL CONSTRUCTION COST		DOL.	4,304,842				DATE COMPLETED 10-07-74						
	21	LENGTH OF PROJECT		MILES	15.691				TOTAL NO. BRIDGES 0						
	PART B (To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)														
	30	LABOR	TOTAL MAN HOURS 63,966			GROSS EARNINGS 523,893.02			CULVERT ITEMS						
	C A R D B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES		DOL.	1,055,128.75				6	CORRUGATED STEEL CULVERT				
9		PETROLEUM PRODUCTS		GAL.	477,295					8"	125				
1		CEMENT	BBL.					12"	1262						
								15"	4402						
								18"	2268						
								24"	549						
2		AGGREGATES PURCHASED	TON.					30"	136						
								72"	182						
								54"	60						
3		BITUMINOUS MATERIAL		GAL.	3,000,300				36" Arch	58					
4	LUMBER		THSD BD. FT.	2				6"	37902						
C A R D D	5	TIMBER PILING		LIN. FT.	---				13	CONCRETE PIPE					
	7	REINFORCING STEEL		LB.	5,000										
	8	STRUCTURAL STEEL		LB.	21,000										
	10	EXPLOSIVES		LB.	135,670										
C A R D E	11	READY-MIXED CONCRETE		CU. YD.	225,798										
	12	PREMIXED BITUMINOUS PAVING MATERIALS		TON	10										
	15	AGGREGATES PRODUCED		TON	215,411										
C A R D F	16	MISCELLANEOUS STEEL		LB.					14	CLAY PIPE AND DRAIN TILE					
	17	FENCING		LIN. FT.	73,862										
	18	GUARDRAIL		LIN. FT.	106,978										
	19	BRIDGE RAIL		LIN. FT.	---										
C A R D G	23	FINAL CONTRACT AMOUNT FOR SIGNS		DOL.	74,726				25	CORR. ALUMINUM CULVERT					
	24	FINAL CONTRACT AMOUNT FOR LIGHTING		DOL.											
G	Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel														
	48	52	53	61	62	70									

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION															
STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS															
(PPM 20-2 and PPM 40-4)															
A L L	To be completed by Washington Headquarters Personnel														
	16	18	19	22	23	24	25	27	28	30	31	33			
PART A (To be completed by FHWA or State Highway Personnel (See instructions on reverse))															
C A R D A	STATE Oregon			COUNTY Umatilla & Union			FEDERAL PROJECT NO. EHS-I-80N-6(52)237			URBAN () RURAL X					
	ITEM	DESCRIPTION		UNIT	ROADWAY QUANTITY		BRIDGE QUANTITY (Over 20 ft.)		DATE STARTED						
	CONSTRUCTION TYPE CODES				6203	Y106									
					Y101	Y002									
	20	FINAL CONSTRUCTION COST		DOL.	4,304,842				DATE COMPLETED						
									10-07-74						
	21	LENGTH OF PROJECT		MILES	15.691				TOTAL NO. BRIDGES						
									0						
	PART B (To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)														
	30	LABOR	TOTAL MAN HOURS 63,966			GROSS EARNINGS 523,893.02									
C A R D B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES		DOL.	1,055,128.75										
	9	PETROLEUM PRODUCTS		GAL.	477,295										
	1	CEMENT		BBL.											
	2	AGGREGATES PURCHASED		TON.											
	92			CU. YD.											
C A R D D	3	BITUMINOUS MATERIAL		GAL.	3,000,300										
	4	LUMBER		THSD BD FT	2										
	5	TIMBER PILING		LIN. FT.	---										
C A R D D	7	REINFORCING STEEL		LB.	5,000										
	8	STRUCTURAL STEEL		LB.	21,000										
	10	EXPLOSIVES		LB.	135,670										
	11	READY-MIXED CONCRETE		CU. YD.	225,798										
C A R D E	12	PREMIXED BITUMINOUS PAVING MATERIALS		TON	10										
	15	AGGREGATES PRODUCED		TON	215,411										
	95			CU. YD.											
C A R D F	16	MISCELLANEOUS STEEL		LB.											
	17	FENCING		LIN. FT.	73,862										
	18	GUARDRAIL		LIN. FT.	106,978										
	19	BRIDGE RAIL		LIN. FT.	---										
C A R D G	23	FINAL CONTRACT AMOUNT FOR SIGNS		DOL.	74,726										
	24	FINAL CONTRACT AMOUNT FOR LIGHTING		DOL.											
Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel															
48	52	53	61	62	70										

7680

February 13, 1976

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

A post-final payment for \$4,217.00 will be made to J. C. Compton Company on Contract No. 7680 for work on the Meacham-Hilgard Section of the Old Oregon Trail in Umatilla and Union Counties as soon as the warrant is prepared.

The total amount paid on this contract will be \$4,129,987.59 including the post-final payment. Of the total \$174,976.47 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cc

J. C. Compton Company
P. O. Box 86
Madinville, OR 97128

bc

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

7680

December 10, 1975

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Conclusion:

A post-final payment for \$16,774.90 will be made to J. C. Compton Company on Contract No. 7680 for work on the Monahan-Hilgard Section of the Old Oregon Trail in Umatilla and Union Counties as soon as the warrant is prepared.

The total amount paid on this contract will be \$4,125,770.59 including the post-final payment. Of the total \$174,976.47 is for fees account.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

BT

cc J. C. Compton Company
P. O. Box 86
McMinnville, OR 97128

bc C. T. Kasey
Walt Hart
V. E. Skoog Attn: Dick Haeck
W. E. Schwartz

7680

73

October 2, 1975

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

A post-final payment for \$2,201.59 will be made to J. C. Compton Company on Contract No. 7680 for work on the Maccham-Hilgard Section of the Old Oregon Trail in Wasilla and Union Counties as soon as the warrant is prepared.

The total amount paid on this contract will be \$4,108,995.69 including the post-final payment. Of the total \$174,976.47 is for force account.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

cc

J. C. Compton Co.
P. O. Box 86
Hollisville, OR 97128

bc C. T. Keasey
Walt Hart
V. E. Skoot Attn: Dick Haeck
W. E. Schwartz

7680

R

June 6, 1975

The Travelers Indemnity Co.
Surety Dept.
707 SW Washington St.
Portland, OR 97205

Gentlemen:

This is a follow-up to our letter of May 27, 1975, concerning Contract No. 7680 awarded to J. C. Compton Company for work on the Maccham-Hilgard Section of the Old Oregon Trail in Umatilla and Union Counties.

There will be a post final payment for aggregate purchased under this contract which will be measured as it is used on an adjacent contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rv

cc: J. C. Compton Company
P. O. Box 86
McMinnville, OR 97128

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

7680

R

June 6, 1975

The Travelers Indemnity Co.
Surety Department
707 SW Washington Street
Portland, OR 97205

Gentlemen:

On May 27, 1975, we wrote to you concerning release of final payment on Contract No. 7680 awarded to J. C. Compton Company for work on the Meacham-Hilgard Section of the Old Oregon Trail Highway in Umatilla and Union Counties.

Final payment on this contract is \$1,046.72 and the total contract amount is \$4,106,794.10 including \$174,976.47 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cc J. C. Compton Company
PO Box 86
McMinnville, OR 97128

fkn/hb

bc C. T. Keasey
Walt Hart
V. E. Skoog, Att. Dick Hacek
W. E. Schwartz

7680

Robert W. Straub
////////

March 14, 1975

J. C. Compton Company
1305 Lafayette
P.O. Box 86
McMinnville, OR 97128

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7680 for work on the Meacham-Hilgard Section of the Old Oregon Trail Highway in Umatilla and Union Counties.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 71 days is granted because of late extra work (E.W.O.s 9, 16 and 17).

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
Contract Payments (Room 407)
V. E. Skoog
W. E. Schwartz

fr dpy

7680

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

SUBJECT: Oregon Project EHS-I-80N-6(52)237
Meacham-Hilgard Section
Time Extension Request

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: March 11, 1975

In reply
refer to: 1041DA.A

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

For the reasons set forth in Mr. Coulter's January 23, 1975 memorandum, the request to extend the contract time by 71 days is approved.

G. L. Green
G. L. Green

RECEIVED

MAR 13 1975

Office of
Assistant State Highway Engineer

3-13-75

Cost Payable

L. L. Jones

RECEIVED STATE HWY ENGR						
MAR 12 75						
REFER TO <i>Coulter</i>						
FOR						
Info	Inves	R/D	D/R	Spec	Act	File

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 21, 1975

FILE: CON 5 #7680

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Meacham-Hilgard Section
Contract No. 7680
Contract Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

J. C. Compton Company requests 71 days extension on two reasons, shortage of sign materials and late extra work. The alleged sign material problem is in no way documented.

This was intended to be a two-season project when it was contracted in spring, 1972. It was interrupted by the 1973 labor disputes, so the time carried into 1974. The contractor was given a "stop work" order from November 1, 1973 to July 8, 1974 with 21 days remaining. The contract was shown 96 percent completed then.

The project progressed to completion slowly by October 7, 1974 with 546 days counted, or 71 days liquidated damages at \$300 per day. There was only two days activity after August 23 during which 45 days were charged. Weekly Reports indicate they were awaiting miscellaneous clean-up and a little signing work. Some work was done on E.W.O. 9 (repair existing sign posts) on October 4 and 7.

If we extend for all 44 of the last days counted on whatever basis (either because the public had full use of the project, or because of the unproved delay for E.W.O. 9 sign materials), there are 27 days liquidated damages then remaining. The Resident Engineer recommends extension because of extra work done in 1974. If we back up and look at all the time charged in 1974, there are 21 days contract time left plus 27 overtime days charged to August 24 (when work was really virtually complete). This ratio of 21 to 27 approximates the ratio of regular contract work to extra work done (on E.W.O. 16 Repair fence, \$1,600 and E.W.O. 17 Remove rock from ditches and other clean-up \$15,000) during the period and thereby justifies the 27 days for extension.

I recommend the complete extension (71 days at \$300) because of the extra work involved in the last season time counted. I believe the contract time was distorted and has an obvious inconsistency in using a "stop work" order in the spring when significant work was done and then not using a "stop work" in what would have been a more justifiable situation at the very end of the project in the fall.

This is an Interstate project. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr
Att.
cc: V. L. Gallagher

RECEIVED

JAN 22 1975

Office of
Assistant State Highway Engineer

Meacham-Hilgard Section

Contract No. 7680

"Stop work"

To

(some work resumed May 1 with
from 4 to 14 workmen thereafter)

Contract time (475 days) expired

Completion date of record

November 1, 1973

July 8, 1974

July 28, 1974

August 24, 1974

October 7, 1974

(95.6% of time &
96% of work done)

(96% of work done)

Last 21 days of
allowed time.

(99% done)

71 days liquidated
damages at \$300
per day.

12-9-74

OREGON STATE HIGHWAY COMMISSION

**Engineers Recommendation Regarding
Contractors Request**

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7680 Contractor J.C. Compton Co.

Highway Old Oregon Trail

Section Meacham-Hilgard

Kind of Work Grading, Paving, & Signing

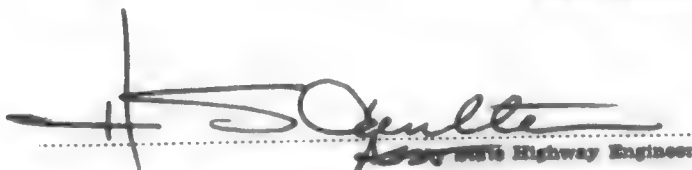
It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 71 day time extension of contract time due to late extra work (E.W.O.s 9, 16 and 17).

Recommended for Approval:


Division Engineer


Construction Engineer or
Bridge Engineer


State Highway Engineer

State Printing 37889

Contract No.	7680
Project designation	EHS 180N 6(52)237 State-Federal
Date awarded	January 10, 1972
Work started	April 19, 1972
Per cent completed	100% October 7, 1974 Date
No. of Workdays Allowed	475
No. of Workdays Used	546
No. of Added Workdays Requested	71

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 9, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 475 days to 546 days, within which to complete our Contract No. 7680, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached Sheet

Respectfully submitted,

J. C. COMPTON CO.
Contractor

By

CONSENT OF SURETY

Date December 10, 1974

We, THE TRAVELERS INDEMNITY COMPANY

as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

H. T. DUREN,

Attorney-in-fact

Countersigned by

HANSEN & ROWLAND, INC. OF OREGON

Resident Agent

1929 Georgia Pacific Building
Portland, Oregon

By Ethel Wold

Resident Agents For Oregon

(SEAL)

1. All contract work was completed in the specified time with the exception of certain sign work. This could not be done due to a shortage of materials from our supplier.
- 2.. In addition to the above we had additional force account work to complete which was beyond the terms of the original contract.

80
bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
W. E. Schwartz
V. L. Gallagher

January 23, 1975

TO

Glen L. Green, Division Engineer
Federal Highway Administration

FROM

H. S. Coulter
Assistant State Highway Engineer

SUBJECT

Time Extension Request, Contract 7680
Meacham-Hilgard Section
FAP No. EHS I-80N-6(52)237

The contractor has requested a 71-day extension for two reasons: shortage of sign materials and late extra work. The alleged sign material problem is not documented, but is really a part of the extra work.

This was intended to be a two-season project when it was contracted in spring of 1972. It was interrupted by the 1973 labor disputes, so the time carried into 1974.

If we consider the time charged in 1974, there were 21 days of contract time left plus 27 overtime days charged to August 24 (when work was virtually complete). This ratio of 21 to 27 approximates the ratio of regular contract work to extra work completed during the period (EWO 16, Repair Fence \$1,600; EWO 17, Remove Rock from Ditches and Other Clean-up \$15,000) and thereby justifies the 27 days for extension.

There were only two days of activity after August 23, during which 45 days were charged. Weekly reports indicate they were awaiting miscellaneous clean-up and signing work. Some work was done on Extra Work Order 9 (Repair Existing Sign Posts) on October 4 and 7, the latter being the contract completion date.

We recommend a complete extension (71 days at \$300) because of the extra work involved in the time counted in 1974. Your concurrence is requested.

JAB:fr 1a

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	8	No Activity
MONDAY	9	No Activity
TUESDAY	10	No Activity
WEDNESDAY	11	No Activity
THURSDAY	12	No Activity
FRIDAY	13	No Activity
SATURDAY	14	No Activity

REMARKS

Semi-final estimate submitted to region office
this date 12-13-74.

SIGNED J. H. Hayden LOCATION McNary

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

7680



OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 22, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO

G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. EHS-I-80N-6(52)237

FROM

C. T. Keasey
Construction Engineer

SUBJECT

Request Contract Acceptance

NOTED
A. E. JOHNSON

Contract 7680, Work Completed October 7, 1974
Project Meacham - Hilgard
Highway Old Oregon Trail
County Umatilla and Union

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date September 9, 1974

RECEIVED
NOV 6 1974

Office of
Assistant State Highway Engineer

G. L. Green
Division Engineer

NOTED
H. S. COULTER

VG:wm

cc: F. B. Klaboe
C. T. Keasey

RECEIVED STATE HWY ENGR					
NOV 5 74					
REFER TO <i>Coulter</i>					
FOR					
NO	DIR	Sign	Act	File	

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7680

Order No. 7

Date October 15, 1974

Section Meacham-Hilgard

Highway Old Oregon Trail

County Umatilla & Union

F.A.P. No. EHS 180N 6(52)237

Prefix 630-1019 Account No. 264-07

Description of Work To Be Done:

Construct Type 2 Modified Fence, approximately 2,000 lin. ft.
Work to be done by State Forces

Location by Station Numbers:

Rt. 420 to 440

APPROVED EFFECTIVE DATE 10/21/74
Consent upon modification of project agreement if additional funds are required

[Signature]
E. J. Velach
Regional Engineer

11/1/74
REGIONAL ENGINEER

Estimate of Quantities and Costs:

Labor.....\$1,100.00
Materials.....800.00
Equipment rental.....100.00
TOTAL.....\$2,000.00

Explanation:

Contractor has completed his work and left project. This work was not included in original plans.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs. Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization
Present estimate of project cost, including \$4,733,042.96
\$ 2,000 for work under this order \$4,733,042.96
Expected under-run (amount) \$ 0
Expected over-run \$ 0
Expected under-run (per cent) 0
Expected over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: J.R. Hagedorn

Resident Engineer

Approval Recommended:

Construction Engineer or Bridge Engineer

Approval Recommended:

REGIONAL CONSTRUCTION ENGINEER

Construction Engineer

STATE COPY

#7680

9-9-74

cc: Area Engr Nich OSHD (H S Coulter) INTERMEDIATE AND FINAL INSPECTION REPORT Wash DC (HHO-32)				DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
(Check appropriate box)		☐ INTERMEDIATE INSPECTION		☒ FINAL INSPECTION	
REGION NO.	REPORT NO.	COUNTY	DIVISION		
10	13	Umatilla & Union	Oregon		
IN COMPANY WITH J. R. Hagedorn, Res Engr, OSHD; Mike Smith, Asst Res Engr, OSHD.					
DATE OF INSPECTION	INSPECTION MADE BY			PROJECT NO.	
9-9-74	R. L. Peterson, Asst Area Engineer			EHS-I-80N-6(52)237	
QUALITY OF WORK*		PROGRESS OF WORK		TIME ELAPSED %	WORK COMPLETED %
Satisfactory		Satisfactory			100 %

MEACHAM-HILGARD SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, and Signing

The project appeared to have been completed in reasonably close conformance with the plans and specifications.

It was noted during this inspection that the horizontal and vertical alignment of the concrete median barrier was very good.

The final acceptance report will be written when all final documents have been received from the State.

COPY SENT

OCT 18 1974

Washington

RECEIVED

OCT 17 1974

Office of
Assistant State Highway Engineer

10-17-74
cyl...st.

NOTED
H.S. COULTER

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

JUL 15 1974

CONSTRUCTION

SECTION

DATE

July 12, 1974

TO

C. T. Keasey
Construction Engineer

SALEM

FROM

Dale D. Allen
Regional Construction Engineer

SUBJECT

Grouting Concrete Median
Barrier Joints
Meacham-Hilgard

NOTED
H. COULTER

Previously this office submitted a proposal to grout the median barrier joints on the above project. At that time your office concurred in two half-mile test sections.

We have now received an estimate of cost to perform the work from John Del Val, Inc. They advise that the cost to perform this work would be \$13,000 per mile. This is considerably more than I had anticipated to perform the work, and therefore question the feasibility of proceeding with the grouting. We feel that even with the damage experienced to it that it would be cheaper to repair the damaged areas than to pay this much money to grout the entire section.

If you concur, we will not do the work.

*Dale Allen - 7-15-74
I agree - forget it!
cc: H.S. Coulter*

RECEIVED

JUL 15 1974

Office of
Assistant State Highway Engineer

DDA:je
Attachments

cc: J. R. Hagedorn
H. W. Oswald/attachment

7680

June 11, 1974

TO

G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. EHS-I-80N-6(52)237

FROM

C. T. Keasey
Construction Engineer

SUBJECT

Request Change Order Approval

Contract 7689, Extra Work Order No. 16

Project Neenah - Hilgard

Highway Old Oregon Trail

County Union

The order covers repairing and upgrading Type II Fence installed on this project. Heavy snow in this area caused substantial damage to the fence during the winter months. Wooden stays will be added to each panel to strengthen the installation.

Attached are copies of letters from the Regional Construction Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 24, 1974.

Your approval as of May 24, 1974 is requested.

Attach.

JK:bs

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Meacham - Hilgard Date 3 June, 1974
 Highway Old Oregon Trail Contract No. 7680
 County Union Prefix 630-1019
 Contractor J.C. Compton Company F. A. Project No. EHS I-80N-6(52)237
 Address P.O. Box 86 - McMinnville, Oregon 97128 Order No. 17

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Repair and reconstruction of original existing Fence damaged from heavy snow buildup.

Location by station numbers:

Throughout Project

Estimate of quantities and cost:

Labor	\$21,200
Materials	7,600
Equipment	1,600
	<u>\$30,400</u>

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Thawing of heavy snows built up against the fence have either pushed the fence wire down on the posts or literally stretched the wire to the point that the fabric and barbed wire breaks in half. This work includes the installation of 2-2"x2" treated wood stays between line posts for additional support. All work to be done in accordance with the Standard Specifications for Highway Construction, Oregon 1970.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	\$ <u>4,733,042.96</u>	Space to right of this line is for use of Salem Office
Present estimate of project cost, including \$ <u>30,400</u> for work under this order	\$ <u>4,733,042.96</u>	
Expected under-run amount	\$ <u>0</u>	
Expected over-run per cent	<u>0</u>	

Submitted by:

J.R. Hagedorn

Resident Engineer

Approval Recommended:

Construction Engineer or
Bridge Engineer

Approval Recommended:

REGIONAL MAINTENANCE ENGINEER

Approved:

Deputy State Highway Engineer,
Assistant State Highway Engineer or
Office Engineer.

7680

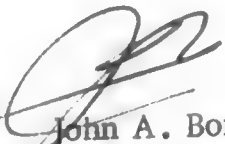
8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 6, 1974

FILE:

FROM:


John A. Bond
Construction Administration Engineer

SUBJECT: Meacham-Hilgard
Contract No. 7680

TO:

W. E. Schwartz
Regional Engineer
La GRANDE
Attention: Dale Allen

NOTED
H. S. COULTER

The rock quantity underrun problem has now been reviewed by our Legal Counsel. Their advice is to the effect that we do have an obligation to make an adjustment. The most obvious way to do this is to buy the excess rock up to the net plan quantity. This would require an extended (long term) right of State access to the stockpile property. There could be other methods of adjustment, depending on the contractor's situation.

If we have to buy it, we should certainly pursue the possibility of utilizing it on the upcoming overlay contract to the west (Emigrant Hill-Meacham).

JAB:fr

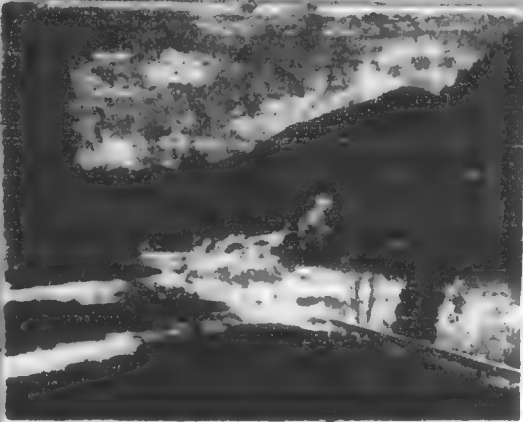
Att.

cc: H. S. Coulter
J. H. Versteeg

RECEIVED

MAY 7 1974

Office of
Assistant State Highway Engineer



J. C. COMPTON COMPANY

Highway Construction



General Contractor's

PHONE: 472-4155
AREA CODE 503

NOTED
H. S. COULTER

P. O. BOX 86

McMINNVILLE, OREGON 97128

January 9, 1974

Mr. Merrill W. Arbuckle
Rt. 1 Box 308
Arlington, WA 98223

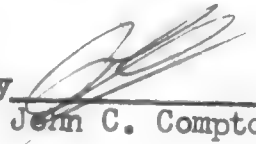
Dear Mr. Arbuckle:

Mr. Coulter of the Highway Department sent me a copy of your December 10, 1973 letter. All previous correspondence was given to the job superintendent, Pete Kinyon, and he was informed to write you. His records show he sent you a letter of explanation on October 29.

If this action by our employee was as you described, it should have been reported then and there to one of our supervisors on the job. This is the only incidence of this kind ever reported. Whatever the extenuating circumstances were, please accept our company's apologies.

Yours truly,

J. C. COMPTON COMPANY

By 
John C. Compton

JCC:sb
cc: Mr. Scott Coulter
Oregon State Highway Department
Salem, OR 97310

RECEIVED

JAN 11 1974

Office of
Assistant State Highway Engineer

#7680

MERRILL W ARBUCKLE
ROUTE 1 BOX 308
APLINGTON WA 98223

10 December 1973

12-17-73 Post 7680
Mr. Coulter, please reply contacted
C. Compton, who will answer
Mr. Arbuckle's letter of this.

Dear Mr Coulter,

I will not bother you again
but I thought that you might
like to know the status of my
complaint in regards to the incident
involving the J. C. Compton Co.

After your correspondence of
16 October 1973, I felt sure that I
would at least be contacted by
an agent of this company. Needless
to say, the same attitude that I
experienced with one of their
working employees exists with-
in the Administrative staff. There
was not even a humble query or
note of regret.

They have won - I give up.

RECEIVED

DEC 14 1973

Office of
Assistant State Highway Engineer

Sincerely,
Merrill W. Arbuckle

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 27, 1973

To: W. E. Schwartz
Regional Engineer
Attn: Dale Allen

SUBJECT: Concrete Median Rail Damage
Meacham-Hilgard & LaGrande - 1566
Ladd Canyon Sections
Old Oregon Trail Highway I-80N

FROM: 
C. T. Keasey
Construction Engineer

The very good report prepared by John Hagedorn on the damage to the concrete median rail on the subject sections has been discussed with FHWA Area Engineer, Dick Nichols, Design Engineer, Hal Versteeg, and Assistant State Highway Engineer, H. S. Coulter.

It does appear that there is some weakness in the joint area on these pre-cast sections and Mr. Versteeg is reviewing the design in that light.

Your suggestion for pressure grouting of these joints might be a solution, but without further testing we are reluctant to approve this treatment of all the joints. One or two test sections, however, would be in order, and I would recommend that the work be done on the Meacham-Hilgard project, since we still have a contractor on that job.

I would suggest something like two one-half mile sections, selected in areas where hits have occurred as a trial section. It will probably be necessary to drill into the joints to get complete closure, and I suggest that a force account change order be written to cover the work. You will probably not be able to do this work until warmer weather in the spring and therefore results could not be determined until next winter. Test sections should be adequately marked and signed for easy identification and observation.

Please proceed on this basis.

CTK:fr

cc: H. S. Coulter
E. S. Hunter
J. H. Versteeg

RECEIVED

DEC 27 1973

Office of
Assistant State Highway Engineer

7680

5

October 25, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. EHS-I-BON-6(52)237

SUBJECT Request Change Order Approval

Contract 7680, Extra Work Order No. 12

Project Heacham - Hilgard

Highway Old Oregon Trail

Counties Umatilla and Union

The Order covers resetting guardrail to match the grade of the new overlay. The guardrail was installed prior to paving, anticipating a 4-inch overlay from the existing pavement. In several locations more than 4-inches was layed to improve the grade, thus leaving the guardrail too low in some areas.

Attached are copies of letters from the Regional Construction Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on October 2, 1973.

Your approval as of October 2, 1973 is requested.

Attach.

JK:pr

7680

5

October 16, 1973

Mr. Merrill W. Arbuckle
Route 1, Box 308
Arlington, WA 98223

Dear Mr. Arbuckle:

Contract 7680, J. C. Compton Co.
Meacham-Hilgard Section

I understand how you feel about the water and debris splattering your car, and I appreciate your concern about the safety of our construction projects.

As I mentioned earlier, any damages to your car as a result of this incident are the responsibility of the contractor. I am forwarding a copy of all correspondence concerning this accident to J. C. Compton Company with a request that this matter be taken care of.

As you know, the entire contracting industry had added problems this summer because of the strikes. The contractors were hard-pressed to maintain normal operating conditions while attempting to resolve differences in their various labor agreements. This does not excuse them, of course, but it was certainly an added demand on many of their people's time during the summer months.

J. C. Compton Company is one of the older and highly respected construction firms in Oregon. Being personally acquainted with their work, I am certain that they would not want such an occurrence to go uncorrected.

Mr. Merrill W. Arbuckle
Page 2
October 16, 1973

We are vitally interested in the safety of motorists passing through our construction projects.

Let me know if I can be of further assistance to you.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

HSC:ia

cc J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
W. E. Schwartz

12 October 1973

Dear Mr Coulter,

In reference to my letter of 11 June and your reply of 18 June 1973, I attempted to correspond with F.C. Compton Company relative to the incident which took place on Interstate 80 on 5 June 1973. However, they did not have the common courtesy to reply.

On 27 June I advised them of the incident and on 25 July having received no reply I made a follow-up. On 8 August they advised by letter that they had received my correspondence of 25 July but not the original dated 27 June. On 10 August I again furnished them a copy of the initial correspondence and with no reply I made a further query on 14 September. Of course there was no reply.

Knowing that it is my responsibility to settle any claim for damages, I advise you only for your information.

I would say though that the attitude of the J. C. Compton Company was reflected in the contemptuous attitude of the employee involved in the incident and if one can judge the quality of their work as displayed in their attitude, it would appear that the taxpayers are being raped. If nothing else and of utmost importance, the stupid careless action of the operator of the water distributor could have resulted in a serious accident to say the least. My car was damaged which is irrelevant. It could have been me or my wife.

Sincerely,
Merrill A. Arlue

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
August 20, 1973

NOTED
E. S. HUNTER

To: Mr. John Hagedorn
Resident Engineer
La Grande, Oregon

SUBJECT: Rivet Replacement At
Traffic Safety
S.C. #7680 - Meacham-Hillgard
Signs #99 & #129

Two signs were chosen by Matt Braun of Traffic Safety Supply, they were signs #99 and #129. Sign #99 was a Type "A" with 111 sq. ft. Sign #129 was also a Type "A" with 51-3/4 sq. ft. Only the accessible rivets were replaced on the cross-members and backing plates. If a rivet was covered or partially covered by the border or the letters, it was not replaced. The time recorded covers moving the signs from storage to the working area. After moving the signs, they were laid out face side down, and by looking underneath the sign, the rivets to be replaced were determined. There were two men working on these signs. After breaking off the back of the rivet with a chisel, they were drilled from the back side and then punched out. On the first sign (#129), the procedure left something to be desired. The workers did not remove all of the rivets the first time around and consequently there was time wasted turning the sign over and back again too many times. On sign #99, all the rivets were removed at one time so that the sign was only turned over once. The method of removing the rivets seemed to take more time than necessary. Only one blind riveting gun was available; therefore, one man was idle approximately 50% of the actual riveting time.

TIME	WORK BEING DONE
1:00	- Moved signs to work area.
1:13	- Set up to work.
1:18	- Started on Sign #129, removing rivets on braces.
1:30	- Finished removing rivets on braces. Started putting in new rivets on braces.
1:40	- Finished putting in new rivets. Started removing backing plate rivets.
1:45	- Finished removing backing plate rivets. Started replacing these rivets.
1:50	- Finished Sign #129. Started moving signs around with hoist.

MORE

RECEIVED
AUG 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Page 2

August 20, 1973

TO: Mr. John Hagedorn

SUBJ: Rivet Replacement At Traffic Safety

<u>TIME</u>	<u>WORK BEING DONE</u>
1:55	- Started taking out rivets in Sign #99.
2:35	- Finished taking out rivets in Sign #99.
3:00-	
3:10	- Coffee Break
3:20	- Finished riveting, started moving signs back to storage.
3:35	- Finished moving signs.

Additional comments - Only two signs were moved to working area. With present equipment at Traffic Safety, all of the signs involved could be moved in approximately two trips.

Ed J. Rief

Ed J. Rief
Dist. Insp. Engr.

EJR:ljp

cc: W. E. Schwartz, Reg. Engr.
E. S. Hunter ✓
H. S. Coulter
John Jenkins
R. W. Ellison
Bill Beard
L. E. George
H. N. Van Cleave
W. J. Hart

7680 6-28-73
LRW CON LAG 158 6-28-73 8.21 AM

H S COULTER
INFO TO C T KEASEY

NOTED
H. S. COULTER

RE CONTRACT 76801

CONTRACTOR OPERATIONS SUSPENDED THIS AM BECAUSE OF STRIKE BY
LABORERS UNION. SKELETON CREW WORKING TO ELIMINATE SAFETY
HAZARDS. COMPLETE SUSPENSION OF ACTIVITY IS ANTICIPATED ABOUT
NOON.

R C LANG
SH 7.34.

7680

cc: OSMD (H S Coulter)		U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
Region Wash DC Area Engr Nichols C Hoefler		CONSTRUCTION INSPECTION REPORT (PPM 20-6.1)	
(Check appropriate box) ☐ CONTACT		☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION	
REGION NO. 10	REPORT NO. 10	COUNTY Umatilla & Union	DIVISION Oregon
DATE OF INSPECTION 6-27-73	INSPECTION MADE BY P. E. O'Neil, Asst Area Engineer		PROJECT NO. EHS-I-80N-6(52)237
IN COMPANY WITH R. Feller, Resident Engineer, OSMD.			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 63%	WORK COMPLETED 78%
REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN (* Not applicable for all contacts.)			

RECEIVED	STATE HWY ENGR
JUL 12 '73	
REFER TO	
FOR	
Sign	
App	
File	

MEACHAM-HILGARD SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, and Signing

COPY SENT

JUL 11 1973

Stage Inspected: Asphalt Paving

REGIONAL OFFICE

SCOPE

The purpose of this inspection was to review the contractor's construction operations and to review the State's inspection, sampling and testing, and documentation for progress payments.

SUMMARY OF FINDINGS AND RECOMMENDATIONS

1. The moisture content in the mix is exceeding 1%. There are no signs that there is excessive moisture such as pavement bleeding, steam coming off the mix or free water running out of the hopper. The resident has pulled samples to send into the central lab to verify his test results.
2. Sufficient tests have been taken to insure quality control. Some gradation tests were marginal, however, the daily averages were within specification limits.
3. The method used to document the payments on the progress estimate mat with the State's current practices.
4. When closing one traffic lane the State is using the pattern shown in drawing #27642 which does not give the traffic ample warning prior to the lane closure. It is recommended that the signing pattern in drawing #27641 be used exclusively for lane closers.
5. The use of the "Abrupt Edge" signs should be used in the appropriate locations and at 1/2-mile intervals throughout the overlay work area.

NOTED
H.S. COULTER

7-12-73
Coulter
C. Young

STATE CORP
OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7680

APPLYING TO CONTRACT PROJECTS

Order No. 4 (revised)Section Meacham-HilgardDate June 8, 1973Highway Old Oregon TrailF.A.P. No. EHS-IRON-6(52)237County Umatilla and UnionPrefix 630-1019Account No. 235
235-04

Description of Work To Be Done:

Set and monitor slope indicators in slope of slide area between stations
WB 521 & 525.

4-10-72

Location by Station Numbers:

WB 522+50

[Signature]
6-27-73

Estimate of Quantities and Costs:

Total cost of indicator tubes and monitoring to date	\$3717.36
Total cost equipment rental to date	4069.20
Anticipated future equipment rental 10 mos. @ \$347.50/mo.	3475.50
Anticipated future monitoring cost	<u>237.94</u>

TOTAL	\$11500.00
LESS APPROVED S.F.C. #4	<u>-5300.00</u>
ADDITIONAL APPROVAL REQ.	\$6200.00

Explanation:

Monitored slide failed to move this season. Additional money requested to continue program thru next spring.

INSTRUCTIONS	Project authorization	Space to right of this line is for use of Salem Office
Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs. Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.	Project authorization	
	Present estimate of project cost, including	
	~~\$11,500.00~~ for work under this order	\$4,733,042.96
	Expected under-run (amount)	\$ 0
	Expected under-run (per cent)	0

Submitted by: R.L. Feller
Resident EngineerApproval Recommended: _____ For: _____
Construction Engineer or Bridge EngineerApproval Recommended: _____
Regional EngineerApproved: [Signature]
Construction Engineer

7680

June 22, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. EHS-1-80N-6(52)237

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7680, Extra Work Order No. 11

Project Meacham-Hilgard

Highway Old Oregon Trail

Counties Umatilla and Union

The Order covers cutting culvert ends to conform to slopes. Sloped ends as ordered from the plans failed to match fill slopes in some instances.

Attached are copies of letters from the Regional Construction Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on June 20, 1973. Work began on May 2, 1973.

Your approval retroactive to May 2, 1973 is requested.

Attach.

JK:dg

7680

June 18, 1973

Mr. Merrill W. Arbuckle
Rt. 1, Box 308
Arlington, WA 98223

Dear Mr. Arbuckle:

In answer to your letter of June 11, I assume that the construction project through which you experienced some difficulty is the Meacham-Hilgard Section under our Contract #7680 with J. C. Compton Company, P. O. Box 86, McMinnville, Oregon 97128.

Any damage which your car sustained as a result of the contractor's operations should be presented to them.

Sincerely yours,

H. S. Coulter
Assistant State Highway Engineer

HSC:kmb

cc: F. B. Klaboe
A. E. Johnson
W. E. Schwartz
C. T. Keasey

11 June 1973
RECEIVED

JUN 18 1973

Dear Sir,

Coulter

Office of
Assistant State Highway Engineer

At approximately 1630 on 5 June 1973, I was traveling north on Interstate 80 approximately 30 miles south of Pendleton, Oregon. In observation of the construction on this stretch of highway, I reduced my speed.

As I proceeded I noted a water distributor moving south in the left hand lane of the north bound highway. The left wheels of the distributor was on the center line and the high pressure water spray on the left side of the vehicle was being operated. Since there had been no warning as to a dangerous condition or other warning, I assumed that in the interest of safety and out of courtesy that the operator would reduce or shut off the water spray.

Needless to say this did not

take place and as I passed
the unit, my car was engulfed
in muddy water shutting off
my vision of the road and
debris, rock, ect. carried in the
high pressure spray pelted
my car causing considerable
damage to the paint across the
front and side. The damage
was bad but the possibility of
an accident was serious.

The action of the operator appeared
to be more the action of an idiotic
subecile instead of a man with
common sense. In addition to
the damage to my car, which
is only six months old, a serious
accident could have resulted.

Please advise the name and
address of the responsible
contractor so that I can
contact them relative to this
matter.

Sincerely,

Merrill W. Abneble

7680

FORM 2-10-10M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

LaGrande, Oregon

June 13, 1973

RE RCE RDE RME
 JUN 20 1973
 RECEIVED
 REGIONAL OFFICE

To:

W.E. Schwartz
 Region Engr.
 LaGrande, Ore

SUBJECT: Meacham-Hilgard Sect.
 Contract # 7680
 Fatality (Earl Bingaman)

contractor
 Employee

NOTED
 H. S. COULTER

MEMO TO THE FILE

BACKGROUND: J.C. Compton Co. crew installing culvert pipe and drop inlet at sta. E.B. 632+50. Work on the installation proceeded at 7:00 A.M. and continued throughout the shift. Temporary direction and protection measures in place as per attached sheets when the accident occurred. The work site was located along a 5% downgrade.

The accident occurred at approx. 3:55 P.M. Installation of the pipe was nearly complete. The A.C. patching material was being placed with Forman Bernie Corpe operating the compactor and Earl Bingaman and another laborer shoveling and raking. Traffic was running through the work area very slowly as directed by the signing and flagman at the site. Compton's water truck, driver, Ralph Stubbs, was traveling eastward with a load of water. The brakes on the truck apparently became over heated causing them to fail. Stubbs began overtaking the lane of slow moving traffic and finding his brakes gone pulled to the left lane to avoid them and, at the same time aligning his vehicle with the workman in the work area. Earl Bingaman was raking asphalt into the patch with his back to the traffic. The truck struck ~~truck~~ Bingaman and threw him down the road approximately 75 feet. He was, apparently, instantly dead. The truck continued downgrade to the bottom of the hill where Stubbs regained control and stopped (approx 3/4 mile from the accident).

I can find little fault with the contractor's signing of the work area. We have utilized the same system on all of the cross pipe installations on the project with very minimal confusion of the traveling public.

cc File

RLF:cls

R. L. Feller
 R. L. Feller, Res. Engr.

RECEIVED
 JUN 22 1973

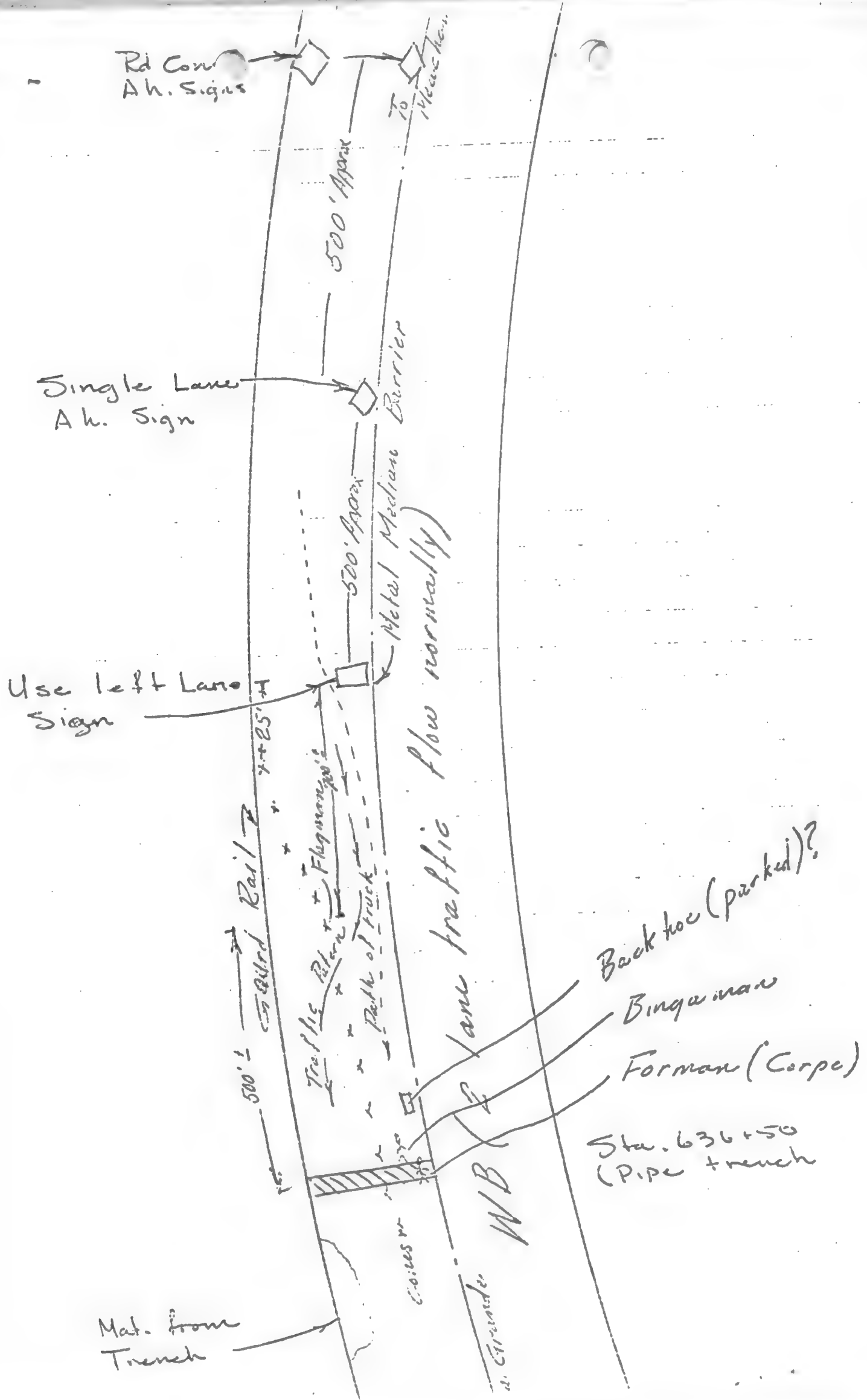
Office of
 Assistant State Highway Engineer

Routing
 4 Kennedy
 1 Bond
 3 Jackmond
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 Johnson
 RECEIVED
 JUN 21 1973
 CONSTRUCTION
 SECTION
 Pease
 Glenn
 Berg

C.T. Keasey
 H. Roberts

H. S. Coulter
 Ray Stutz

6/21/73





7680
**OREGON STATE
HIGHWAY DIVISION**

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

May 7, 1973

Mr. Conrad F. Nystrom
Acting Head Title Section
Bonneville Power Administration
P.O. Box 3621
Portland, OR 97208

MISC. CONTRACTS and
AGREEMENTS No. 2274

Utility Accesses
Meacham-Hilgarde Interchange Section
(Deadman's Pass-Hilgarde Int. Sec.)
Old Oregon Trail Highway
Umatilla and Union Counties
Project No. I-80N-6(26)224
Contract No. 7680

Dear Mr. Nystrom:

Your letter dated March 23, 1973, transmitted duplicate originals of this agreement to us for action by the State Highway Commission.

Attached for your files is one executed copy of the agreement. We have retained a fully-executed copy for the Commission's records.

Very truly yours,

Phil C. Preston
Phil C. Preston
Utility Special Studies Engineer

PGP:jly
Attach.

bc: ~~H. S. Coulter~~
C. W. Head
J. F. Hagemann w/agr.
W. E. Schwartz "
R. L. Filler "
G. A. Starkey "
H. W. Gerlach "

NOTED
H.S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7680

Salem, Oregon

May 3, 1973

To: W. E. Schwartz
Region Engineer

SUBJECT: Type "A" and Type "B" Signs
Deadmans Pass S.R.A. Section
and
Meacham-Hilgard Section
Old Oregon Trail Highway
Contracts 7679 and 7680

FROM: 
C. T. Keasey
Construction Engineer

12.01.1973

You received a copy of Bob Ellison's letter of May 2, 1973, regarding the color loss on the anodized rivets on the signs on the LaGrande Section project.

Our specifications (Section 761.21, paragraph 4) permit either anodized rivets or hinac coated rivets.

Since the anodized rivets are unsuitable, please initiate price agreements to replace the anodized rivets with hinac coated rivets on all signs on the two subject contracts which have been partially or completely fabricated in the suppliers shop.

Signs which have been shipped to the projects will be accepted with the anodized rivets. This was discussed with FHWA District Engineer E. J. Valach on May 3, 1973, and has his concurrence.

CTK:fw

cc: E. S. Hunter

John Jenkins
Ed Rief
R. W. Ellison

RECEIVED

MAY 4 1973

Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7680

DATE May 2, 1973

TO Mr. C. T. Keasey
Construction Engineer

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Deadmans Pass Safety Rest Area Section
Meacham-Hilgard Section
Old Oregon Trail Highway
Umatilla County
Contracts 7679 and 7680

ORIGINAL SIGNED

R.W. ELLISON

It has been called to our attention that anodized blind rivets used in the fabrication of Type "A" and Type "B" signs on the La Grande Section, Contract 7337, have returned to an original state aluminum color. This fade of anodizing has occurred in less than a one-year period, but after final acceptance of the project by the Highway Division.

Since the required 10-year warranty covers only the hinac or porcelain enamel sign panels, we have no redress after final acceptance of the contract for replacement of faded rivets.

Because of this fading anodized blind rivets will not be acceptable for fabrication of traffic guide signs. Please have price agreements initiated to replace anodized rivets with hinac coated rivets on signs that are completed or partially fabricated under the subject contracts.

This problem has been discussed with Mr. Ernest J. Valach, FHWA District Engineer, and we have tentative concurrence with our proposal. Ed Rief, OSHD Inspection Engineer, has been verbally informed and will stop any additional placement of anodized rivets.

JHW:dh

cc E. S. Hunter
L. E. George
W. E. Schwartz
J. C. Jenkins
H. N. Van Cleave
Ed Rief
W. J. Hart

NOTED
E. S. HUNTER

RECEIVED
MAY 14 1973

OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTERDEPARTMENT CORRESPONDENCE

7680

Salem 97310

DATE April 16, 1973
TO W. E. Schwartz
Regional Engineer
FROM J. B. BOYD
SUBJECT J. B. Boyd
Right of Way Engineer

Access Problem
Meacham - Hilgard Section
Old Oregon Trail Highway
Contract No. 7680

I have read the information concerning the access problem on the Donald Caldwell property which you called to my attention by letter dated April 10, 1973.

It would appear that the only course of action available to us is to physically block the access. If Mr. Caldwell is able to prove a right of access based on inverse action, then it will be contingent upon us to decide whether to build access or purchase the property.

From the information you sent to this office I do not believe that Mr. Caldwell has legal access, and it would be my recommendation that you proceed to deny him this access.

JBB:JP
cc H. Scott Coulter ✓
Verne A. Allen

RECEIVED
APR 17 1973

Office of
Assistant State Highway Engineer

NOTED
H. S. COULTER

7680

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

April 10, 1973

SUBJECT:

To:

J. B. Boyd
Director of Right of WayMeacham-Hilgard Section
Old Oregon Trail Highway
Contract No. 7680

S A L E M

It appears that an old right-of-way problem involving access has cropped up to haunt us. The property in question belongs to a Mr. Donald Caldwell of La Grande. The property lies northeasterly of the freeway, 2.33 miles northwesterly of the Hilgard Interchange and 1.56 miles southeasterly of the Glover Interchange. The property is at the edge of the Wallowa-Whitman National Forest in a patchwork quilt pattern of Forest Service and private ownerships. The property consists of three 40-acre tracts being described as the NW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 26, the NE $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 26, and the SE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 23, all in T. 2, S., R. 36 E., W.M. The property does not abut the highway, the nearest point to the access control line being approximately 435 feet.

Mr. Caldwell advises me that his property is physically severed by a deep canyon, known locally as California Gulch, which runs in a northwest to southeast direction. Also, down this canyon runs the mainline of the Union Pacific Railroad which further severs the property. The northerly 90+ acres are accessed from the Hilgard Interchange via the Pelican Creek County road. The southerly 30+ acres have historically been accessed directly from the freeway.

Mr. Caldwell considers the severed 30 acres to be of marginal value. He says it contains some timber, which he is presently having logged, and is best suited for his use as a summer pasture for cattle. He normally only uses the freeway access at those times when he has cattle in the pasture.

The problem now arises with the construction of the above project. A part of the work to be done is to construct an access control fence. Through an agreement with the U. S. Forest Service and El Paso Natural Gas Company, a locked gate access is to be provided for their use at the site of the road approach presently being used by Mr. Caldwell.

RECEIVED

APR 11 1973

Office of
Assistant State Highway Engineer

April 10, 1973

-2-

J. B. Boyd

We first became aware of the problem when Mr. Caldwell approached our Resident Engineer, Dick Feller, and inquired if he would be furnished a key to this locked gate access.

We recognized this access use as a clear-cut violation of our access control. After considerable research by this office and by Dick Feller, we determined that Caldwell never had a legal access right, nor did he have a legal right to cross U. S. Forest Service land to gain access to his property. At the same time, we did not discount the possibility that this access existed prior to the freeway. We even made an estimate for constructing an access to this property from the Glover Interchange. We determined that the cost of this construction would probably be more than the value of the property it served.

We finally told Mr. Caldwell "no", hoping that, because of the relatively low value of the land and because of the clouded legal status of the access, he would accept this answer. He has not done so and has obtained the services of a lawyer, Mr. Willard Carey of La Grande.

We now feel that this matter should be resolved prior to completion of this project and look to your office for advice.


Wendell E. Schwartz
Regional Engineer

WES:sh
Attachments

cc H. S. Coulter w/attach
C. T. Keasey "
Verne Allen "
Dick Feller

Access should not be permitted.



UTILITY UNIT
RECEIVED
OREGON STATE
HIGHWAY DIVISION
FOR FILING

RECEIVED STATE HWY ENGR						
JAN 5 '73						
REFER TO						
FOR						
Info	Index	RD	DIR	Spec	Act	File

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

December 27, 1972

El Paso Natural Gas Company
P.O. Box 1492
El Paso, Texas 79999

04A
4624

ATTENTION: Mr. Rowland G. Tayler

RE: Utility Access Agreement
State-El Paso Natural Gas Company
Meacham-Hilgard Section
Old Oregon Trail Highway
Umatilla and Union Counties
Project No. I-80N-6(26)224

Gentlemen:

Reference is made to your letter dated November 7, 1972,
which transmitted to us duplicate originals of subject agreement.

Attached for your files is one executed copy of this agree-
ment, and one xerox copy with attachments.

We have retained a fully-executed copy of the agreement for
the Commission's records.

Very truly yours,

bc: ~~F. B. Klaboe~~ T. W. Litchfield
C. W. Head Railroad and Utility Engineer
J. F. Hagemann w/att.
W. E. Schwartz " By *PGP*
R. L. Feller "
G. A. Starkey "
H. W. Gerlach "

Phil G. Preston
Utility Special Studies Engineer

PGP:jly
Attach.

10) IF PREPARED
10) IF PREPARED
FOR FILING

TO Oregon State Highway Commission

FROM Original Signed by A. E. Johnson
A. E. Johnson
Acting Deputy State Highway Engineer

SUBJECT Access Agreement
Meacham-Hilgard Section
Umatilla and Union Counties

November 29, 1972

In order to construct the Meacham-Hilgard Section of I-80N, Umatilla and Union Counties, it is necessary to cross the facilities of El Paso Natural Gas Company.

An agreement has been reached setting forth the location of allowable access from the freeway to the company's facilities. Two types of access are allowed; from frontage roads or through locked gates. When the access is through a locked gate, the company is required to protect the traveling public; keep the gate locked at all times; avoid parking on the traveled portion of the highway; park within the right of way only to open and close the gate; travel "with the traffic"; and take any action necessary to prevent any unauthorized use of the gate by its employees.

The State will maintain the locked gates and any access roads located within the right of way. The company is responsible for the maintenance of any access roads located outside of the right of way.

The agreement further provides that the company will quit claim all its private easements located within the right of way of this section in exchange for a perpetual right to operate and maintain its facilities now in existence within the right of way.

Oregon State Highway Commission
November 29, 1972
Page Two

In the event of an extreme emergency, the company may use such routes as necessary, but must repair any damages to Highway facilities after the emergency ceases.

The provisions of the agreement will generate no additional cost to the State, and the Federal Highway Administration has approved the procedure. This matter will be on the agenda for the December 12 meeting.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

PGP:jly jf

bc:

C. W. Head
George Baldwin
F. B. Klaboe
A. E. Johnson
R. L. Schroeder
D. H. Moehring
H. S. Cox
W. E. Schwartz
T. W. Litchfield
Gary Sund
Gary Ross



INDEXING
**OREGON STATE
HIGHWAY DIVISION**

7680
HIGHWAY BUILDING

SALEM, OREGON • 97310

DATE November 27, 1972

TO

G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

**Federal-aid Project
No. EHS-Y-801-6(52)237**

FROM

**ORIGINAL SIGNED BY
R. D. ASBURY**

**L. H. Young
Programming Engineer**

SUBJECT

Request Change Order Approval

Contract 7680 **Extra Work Order No.** 8
Project Heacham - Hilgard
Highway Old Oregon Trail
Counties Umatilla and Union

The order covers furnishing and applying Polytok 165 Membrane Waterproofing to various structures throughout the project. This work was anticipated.

Attached are copies of letters from the Bridge Administration Engineer and the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Bridge Engineer on October 12, 1972.

Your approval as of October 12, 1972 is requested.

Attach.

JK:dqk

RECEIVED
NOV 1 1972
FORM 1-70 (REV. 12-69)
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

October 30, 1972

Routing

1 Keasey

RECEIVED

Pease

Glenn

Litchfield

Berg

OCT 31 1972

CONSTRUCTION
SECTION

7680

SUBJECT:

To:

C. T. Keasey
Construction Engineer

S A L E M

FHWA Construction Inspection
Report (8/31/72)
Meacham-Hilgard Section
Old Oregon Trail Highway
Contract No. 7680

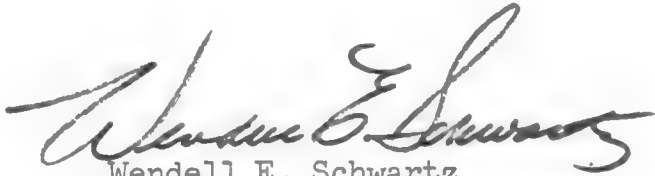
NOTED

A. E. JOHNSON

We are well aware of the surface finishing problem on the precast median barriers mentioned by Pat O'Neil in the above report. Resident Engineer Dick Feller, with the help of H. N. Van Cleave, has worked with the contractor to try and eliminate the problem.

The problem is not one of "honeycombing" and rock pockets due to poor consolidation of the mix. We are getting surface air bubbles the size of your thumbnail. We think the problem is caused by over-vibration and have so advised the contractor.

The contractor here is the same contractor who is doing such a good job in Portland. He seems to be either unable or unwilling to obtain the same results here in La Grande that he has in Portland. Until such time as he does, we have no intention of eliminating the Class 3 finish.


Wendell E. Schwartz
Regional Engineer

WES:sh

cc Dick Feller w/attach

RECEIVED
NOV 1 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

OK
Send copy to
A E Johnson
EJR



RECEIVED
OCT 29 1972

FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

7680
HIGHWAY BUILDING

SALEM, OREGON • 97310

DATE October 27, 1972

TO

G. L. Green, Acting Division Engineer
XXXXXXXXXXXXXXXXXXXXXXXXXXXX
R. E. Simpson, Division Engineer
Federal Highway Administration

FROM

ORIGINAL SIGNED BY
R. D. ASBURY

L. H. Young
Programing Engineer

Federal-aid Project
No. EHS-1-80N-6(52)237

SUBJECT

Request Change Order Approval

Contract 7680 Extra Work Order No. 7
Project Meacham - Hilgard
Highway Old Oregon Trail
Counties Umatilla & Union

The order covers falling dangerous trees as needed throughout the project. This work was anticipated.

Attached are copies of letters from the Regional Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration District Engineer on October 17, 1972.

Your approval as of October 17, 1972 is requested.

Attach.

JK:dqk

FOR FILING

FORM E-90-2 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

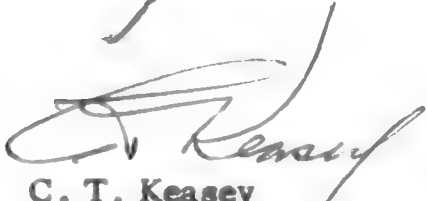
Salem, Oregon

October 24, 1972

NOTED
A. E. JOHNSON

To: W. E. Schwartz
Region Engineer

SUBJECT: FHWA Construction Inspection
Report (8-31-72)
Meacham-Hilgard Section
Old Oregon Trail Highway

FROM: 
C. T. Keasey
Construction Engineer

Please note the comment by P. E. O'Neil on the attached FHWA report regarding surface finish on the precast concrete median barrier sections.

Please check the construction methods involved in casting these sections. It would appear that the "honeycombing" or rock pockets might be caused by inadequate vibration or consolidation of the wet concrete.

Since a substantial reduction in price per foot can be realized by eliminating the Class 3 finish, a little extra vibration to eliminate the rock pockets would seem to be economical.

CTK:fw
Attach.
cc A. E. Johnson

RECEIVED

OCT 24 1972

OFFICE OF

A. E. JOHNSON

ASSISTANT STATE HIGHWAY ENGINEER

cc. [redacted] (A. E. Johnson)
Region
Wash DC
Dist Coord
Area Engr Nichols

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS CST

(Check appropriate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10 REPORT NO. 4 COUNTY Umatilla and Union DIVISION Oregon
DATE OF INSPECTION 8/11/72 INSPECTION MADE BY P. E. O'Mall, Asst Area Engineer PROJECT NO. HWS-1-205-6(52)237

IN COMPANY WITH Fred Hildebrandt, Asst Reg Engr, OSEP
QUALITY OF WORK Satisfactory PROGRESS OF WORK 37.2 % TIME ELAPSED 10.5 % WORK COMPLETED 10.5 %
RECEIVED ENGR

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT

MEACHAM-HILGARD SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, and Signing

OCT 11 1972

REGIONAL OFFICE

OCT 12 72

REFER TO
FBK

FOR

CHG	INVS	RID	D/R	Dist	Act	File

Scope of Inspection

The purpose of this inspection was to review the contractor's grading operation, the State's quality control of the grading, and documentation of the progress payments.

Findings

- They have capable and sufficient staff to perform the required staking, quantity measurements, and to exercise quality control throughout the job inspection and testing.
- The landowner of the topsoil borrow source has requested the State to have the contractor leave a small amount of debris scattered throughout the borrow source when the contractor has completed his work as an erosion control measure.
- The precast median barrier that is being produced for this project has an extensive amount of honeycombing and will require surface finishing.

NOTED

A. E. JOHNSON

Comments and Recommendations

The haul road to the topsoil borrow source required the removal of some trees. Under Section 106.2 of the special provisions it requires that the contractor restore vegetative cover that will blend with adjacent natural growth at the contractor's expense, thus the contractor should replace the tree screen that was broken for his haul road.

On the I-5 safety project in Portland, the contractor has requested that the State delete the Class 3 finish requirements on the median barrier and the contractor would give the State a 25¢/ft. reduction in cost. The surface finishing that we are getting on the median

(more)

EHS-I-80N-6(52)237

barrier on this project is not as good as the work in the Portland area.
I recommend that we keep the required Class 3 finish on this project
for the median barrier.

2

why?
not

The honeycomb patching that the contractor has already done has shown signs of shrinkage. Possibly we could experiment by adding some aluminum filings to the mortar mix which would cause the mix to swell rather than shrink, giving us a better finish.

Attached to the Division office copy of this inspection report are backup notes on the inspection.

RECEIVED
OCT 19 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7680
DATE October 16, 1972

TO Mr. W. E. Schwartz
Regional Engineer

FROM R. W. Ellison
Bridge Administration Engineer

ORIGINAL SIGNED
R.W. ELLISON

SUBJECT Membrane Waterproofing for Bridge Decks
Meacham-Hilgard Section
Old Oregon Trail Highway
Umatilla and Union Counties
Contract 7680

NOTED
A. E. JOHNSON

Approval has been obtained to apply Polytok Membrane 165 as water-proofing membrane to the decks of the following structures:

Bridge 8498 Meacham RR Oxing (Twin)
Bridge 8595 Meacham Intch. (Twin)
Bridge 449A Glover Oxing
Bridge 8048 Glover Intch.
Bridge 8504 Five Points Bridge

Please initiate an Extra Work Order for this work.

Polytok Membrane is manufactured by Carboline Company. Mr. David L. Muth, P. O. Box 116, Mercer Island, Washington 98040, is the local representative for Carboline Co., and information concerning this product may be obtained from him. Please inform the contractor that a manufacturer's representative must be present on the job site during installation and paving of the membrane.

Enclosed are three sets of specifications for the membrane. These specifications are general in nature and may be varied to satisfy the requirements of the manufacturer. Any such variations should be included in the final report of the installation.

A copy of a partially completed half slip indicating FHWA approval is attached.

JD:dh

Attachment

cc A. E. Johnson
C. T. Keasey
R. N. Bothman
H. A. Schell

RECEIVED
OCT 17 1972

OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER



UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

NOTED
A. E. JOHNSON

MISC. CONTRACTS and
AGREEMENTS No. 4583

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 376-6511

October 4, 1972

7680
Chevron Pipe Line Company
P. O. Box 117
Salt Lake City, Utah 84110

ATTENTION: Mr. E. I. Allen

Gentlemen:

Re: Utility Access Agreement
State-Chevron Pipe Line Company
Meacham-Hilgard Section
Old Oregon Trail Highway
Umatilla and Union Counties
Project No. I-80N-6(26)224

Reference is made to your letter dated August 7, 1972, which transmitted to us duplicate originals of subject agreement.

Attached for your files is one executed copy of this agreement. We have retained a fully executed copy for the Commission's records.

Very truly yours,

ORIGINAL SIGNED BY

T. W. LITCHFIELD

T. W. Litchfield

Railroad and Utility Engineer

PGP:dl
Enclosure

cc: A. E. Johnson
C. W. Head
J. F. Hagemann w/xerox copy of agreement
W. E. Schwartz "
R. L. Feller "
G. A. Starkey "
H. W. Gerlach "

RECEIVED
OCT 5 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
11-2-72
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

7680

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO

G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE September 25, 1972

Federal-aid Project
No. EHS-I-80N-6(52)237

FROM

George M. Baldwin
Administrator of Highways

ORIGINAL SIGNED BY
by L. H. Young R. D. ASBURY
Programing Engineer

SUBJECT

Request Change Order Approval

Contract 7680 Extra Work Order No. 6

Project Heacham-Hilzard

Highway Old Oregon Trail

Counties Umatilla and Union

The Order covers construction of a corral with a loading chute in accordance with the agreement with the U.S. Forest Service covering relocation of the present facility. This work was anticipated.

Attached are copies of letters from the Regional Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on Aug. 31, 1972.

Your approval as of August 31, 1972 is requested.

JK:bb

Attach.

RECEIVED
AUG 29 1972

FOR FILING

<i>Enst</i>
<i>R/H</i>
<i>Old One Tr</i>

Meacham - Hilgard

August 28, 1972

TO OREGON STATE HIGHWAY COMMISSION

FROM

Tom Edwards
State Highway Engineer

SUBJECT Access Agreement

In order to construct the Meacham-Hilgard Section of I-80N, Umatilla and Union Counties, it is necessary to cross the facilities of the Chevron Pipe Line Company.

An agreement has been reached setting forth the locations of allowable access from the freeway to the company's facilities. Two types of access are allowed: from frontage roads or through locked gates. When the access is through a locked gate the company is required to protect the traveling public; keep the gate locked at all times; avoid parking on the traveled portion of highway; park within the right-of-way only to open and close the gate; travel "with the traffic"; and take any action necessary to prevent unauthorized use of the gate by its employees.

The State will maintain the locked gates and any access roads located within the right-of-way. The Company is responsible for maintenance of any access roads located outside of the right-of-way.

The agreement further provides that the Company will quitclaim all its private easements located within the right-of-way of this section in exchange for a perpetual right to operate and maintain its facilities now in existence within the right-of-way.

In the event of an extreme emergency, the Company may use such routes as necessary but must repair any damage to highway facilities after the emergency ceases.

Oregon State Highway Commission
August 28, 1972
Page Two

The provisions of the agreement will generate no additional cost to the State and the Federal Highway Administration has approved the procedure. This matter will be on the agenda for the September 19 meeting.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

PGP:d1 jf

bc: Floyd Query
 George Baldwin
 F. B. Klaboe
 A. E. Johnson
 C. T. Keasey
 W. E. Schwartz
 T. W. Litchfield
 Gary Ross
 Gary Sund

RECEIVED
AUG 22 1972

FOR FILING

7680

August 22, 1972

TO Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

FROM A. E. Johnson
Assistant State Highway Engineer

SUBJECT Salvage of Topsoil
Meacham-Hilgard Section
Old Oregon Trail Highway
EHS-I-80N-6(52)237
Contract No. 7680
Your File 10-35-DA

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter (enc.)
C. T. Keasey
C. G. Swenson "
W. E. Schwartz "

In reply to your letter of August 7, the Special Provisions for the subject project do not require the contractor to conserve or salvage any topsoil encountered in cut and fill areas but instead make this an option by the contractor to make a proposal to the State for the use of such materials, subject to certain stated conditions.

Our field people have discussed this with the contractor, but he has declined to salvage the material for later use, preferring instead to borrow the needed topsoil from a source outside the project.

A review of the file in the Specification Unit fails to indicate any discussion or mention of a requirement to conserve topsoil at the time of PS&E approval and no one has any recollection of any verbal discussion in this regard.

We have, on occasion, required that the topsoil be conserved for later use on a given project, and we expect to do so in the future when conditions deem it to be prudent and economical.

CTK:sat ja

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1972

SUBJECT: Assignment A.E.J. 596
Topsoil--Meacham-Hilgard Sec.
Old Oregon Trail Highway
EHS-I-80N-6(52)237
Contract No. 7680

To: A. E. Johnson
Asst. State Highway Engineer

FROM: *C. T. Keasey*
C. T. Keasey
Construction Engineer

Reference is made to the attached letter from Glen Green, Acting Division Engineer, FHWA, regarding salvaging of topsoil from excavation areas for reuse on the subject project.

The specifications on this project do not require that the topsoil be salvaged, and the grading subcontractor has elected not to do so, preferring to borrow topsoil from outside the project.

Section 203.11 of the Special Provisions states in part that "... should any such material be found in any of these excavation or embankment areas, the State will consider a proposal by the contractor for the use of such materials as topsoil....." subject to certain stated conditions.

Section 106.02 (b) referred to in Green's letter merely states that any borrow source shall upon completion be neatly trimmed to blend with surrounding terrain, that native soil to support plant growth will be provided, and that a vegetative cover that will blend with the adjacent natural growth will be established thereon.

I checked with specs and a review of their file on P.S.&E. failed to indicate any mention of any request or understanding to salvage topsoil.

The Resident Engineer on the project, Dick Feller, reports that probably some 40,000 cubic yards of topsoil could have been salvaged, balanced about equally between cut and fill areas. He has spoken to the contractor about salvage of this material, but the contractor has declined. Most of this topsoil material has by now been torn up and either incorporated into the fills or so thoroughly mixed up with the underlying native soil as to be of little value as "topsoil".

RECEIVED
AUG 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Page 2

A. E. Johnson
August 18, 1972

The project called for furnishing and placing 44,600 cubic yards of topsoil at a bid price of \$3.75 per cubic yard, totalling \$167,250.00.

A suggested reply to Glen Green is attached.

CTK:sat
Attach.

cc: W. E. Schwartz

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: August 7, 1972

In reply refer to 10-35-DA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EHS-I-80N-6(52)237
Meacham-Hilgard Interchange Section

On the subject project it was our understanding at the time of PS&E approval that the State would require the contractor to conserve the topsoil in his excavation areas. Presently this is not being accomplished and if continued will necessitate the borrowing of topsoil. If topsoil has to be borrowed we expect close adherence to Section 106.02(b) of the Special Provisions.

8-9-72

Johnson

Routing _____
Keasey _____
Bond _____
Walker _____
Johnson _____
RECEIVED
AUG 10 1972
CONSTRUCTION
SECTION

100-1072
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 10 1972

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: August 7, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EHS-I-80N-6(52)237
Meacham-Hilgard Interchange Section

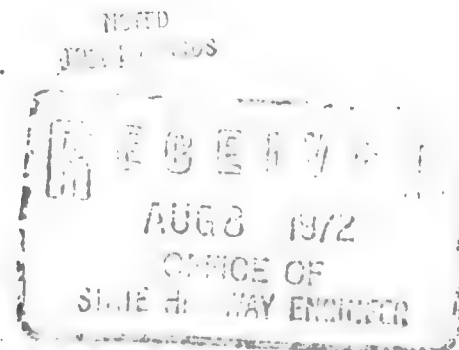
On the subject project it was our understanding at the time of PS&E approval that the State would require the contractor to conserve the topsoil in his excavation areas. Presently this is not being accomplished and if continued will necessitate the borrowing of topsoil. If topsoil has to be borrowed we expect close adherence to Section 106.02(b) of the Special Provisions.

8-9-72

Johnson



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN





**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING

NOTED
A. E. JOHNSON

SALEM, OREGON PHONE 378-657310
August 3, 1972

El Paso Natural Gas Company
P. O. Box 1492
El Paso, Texas 79999

ATTN: Mr. Roland G. Tayler

RE: Utility Accesses
Meacham-Hilgard Section
Old Oregon Trail Highway
Umatilla and Union Counties
Your File: R/W 62693

Gentlemen:

Reference is made to your letters dated March 8 and June 27, 1972 concerning the above-captioned proposed agreement.

Your request for the construction of the access road as detailed in your March 8 letter has been approved. Since this work is not included in our present contract, we have proposed to your representative in LaGrande that El Paso acquire any needed right of way and construct the access road. The cost, of course, would be reimbursable by the State.

We would appreciate your comments on this plan and, if it meets with your approval, please submit an estimate and sketch map for the work to our Mr. Harlin Gerlach, P. O. Box 850, LaGrande, Oregon 97850. Upon our agreement of a method of providing an access road to your pipeline near our Highway Station 110, the agreement will be revised accordingly. Also, the State's responsibilities for providing easements or permits for the access from the highway to the company's right of way will be set out in the agreement as you requested.

RECEIVED
AUG 3 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

PGP:fw

cc: El Paso Natural Gas Co.
P. O. Box 1526
Salt Lake City, Utah 84110
Attn: Mr. W. E. Hensala
bcc: Glen L. Green
A. E. Johnson
W. E. Schwartz
Harlin Gerlach

Very truly yours,

George M. Baldwin
Administrator of Highways

By

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
JUN 30 1972

STATE COPY

FOR FILING

cc: OSMD (A E Johnson)

INITIAL INSPECTION REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cat

Region Wash DC	[] Project Stage		* [] Statewide Inspection-In-Depth
ck appropriate box) [] Contact	Report No.	County	Division
7680	1	Matilla & Union	Oregon
Date of Inspection	Inspection Made By	Project No.	
5/16/72	R. A. Nichols, Area Engineer	I-80N-6(52)237	
In Company With			

Mr. Richard Feller, Resident Engineer, OSMD.

The project consists of safety work and an asphaltic concrete overlay of a section of the existing I-80N beginning about 1 mile northwest of the Meacham Interchange, thence southeasterly 15.7 miles to the Hilgard Interchange about 13 miles northwest

Contractor's Address

J. C. Compton Co.

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
1/10/72	\$4,075,630.00	475 CWD	3/1/72	4/10/72
Quality of Work	Progress of Work	Time Elapsed	Work Completed	
Satisfactory	Satisfactory	16 %	1	

Roadbed (Width) 40' (2-lane) (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING		WIDTH (Feet)	TYPE	TYPE CODE NO.	NET LENGTH (Miles)
			EDGE (Inches)	CENTER (Inches)				
AC overlay	6203	15.691						
Safety*								
Safety**								
Safety***								

REMARKS: * (Report details of statewide inspection-in-depth on form PR-33D)

COPY SENT

6-29-72

MEACHAM-HILGARD SECTION
OLD OREGON TRAIL HIGHWAY

JUN 27 1972

REGIONAL OFFICE

The project work consists of placing a 4-inch asphaltic concrete overlay on the existing AC pavement, revising guardrail to meet current standards, or eliminating the rail where feasible to flatten fill slopes, changing the existing substandard median rail to a concrete median barrier, change sign supports and adding exit number signs, revising existing signs where necessary, flattening or widening fill slopes.

The contractor has performed very little contract work to date.

The guardrail subcontractor has driven guardrail posts and reset some rail on the southerly end of the project. The fencing crew has worked in the same area. The concrete median rail is being precast in the yard located in LaGrande.

(more)

- * Guardrail and median rail
- ** Flattening slopes
- ***

The slope staking which had been done was checked. It complied with the design cross sections fairly well but the writer requested several changes so that the sections would comply with the work agreed to in the field conferences during the location. It was intended not only to flatten the fill slopes to the flattest feasible slopes, but also to modify the intersection of the fill slope and the natural ground so a vehicle would not nose into the natural ground.

Other items discussed were:

Danger trees - Under this item it was intended not only to remove trees which may fall on the freeway, but also to remove large trees close to the base of the fill slopes. This would remove formidable obstacles near the base of the fill slopes. During one of the location conferences it was agreed to work closely with the U. S. Forest Service on this item.

Topsoil - The resident stated the contractor was thinking about getting the native (top) soil from a proposed private development close to the project. It was intended to conserve the soil from the cut slopes for this purpose so it would not be necessary for the contractor to strip the soil from the adjacent country. In line with this, I requested the topsoil on the job be conserved.

Widened fills - In some areas the fills are to be widened to provide a 30-foot flat recovery area instead of flattening slopes to a 4:1 slope. Mr. Feller mentioned that in some areas it would be less expensive to construct a standard section with a 4:1 slope. I mentioned that the flat section was adopted because of the large number of large trees at the base of the slopes. It would not be feasible to remove the trees. Consequently, it was decided that the flat section would be safer.

Drain tile in flat recovery areas - The need for drain tile at the edge of the AC shoulder was questioned. This tile was located to prevent water from accumulating under the pavement, but if the embankment for the widening was pervious, it would not be needed and in the writer's opinion could be eliminated. Mr. Feller stated that most of the fills in this area would be rock fills.

Cut Sta. 20+ - This is a through rock cut which the State requested to be widened. There was no bad safety record so I couldn't concur to it as part of the safety job. It is staked to be widened so I told the resident I would not recommend participation in any extra costs due to additional hauls, extra excavation costs, etc. However, if it is not feasible to obtain material closer to the fills, then removal of some material from the cut at Sta. 20+ may be warranted.



STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

EFFECTIVE DATE 4-10-72

not upon modification of
contract if additional work is doneSection Seachuck-HilgardHighway Old Oregon TrailCounty Umatilla & Union

Description of Work To Be Done:

Set slope indicators in slope of slide area between Stations WB 521 & 525.

Location by Station Numbers:

Approx. WB 522+50 Lt.

Estimate of Quantities and Costs:

Drilling	200 lin. ft.	@ \$5.00/ft.	=	\$1,000.00
Casing	200 lin. ft.	@ \$2.50/ft.	=	500.00
Cat work	2 days	@ \$100.00/day	=	200.00
Slope indicator rent	6 months	@ \$350.00/month	=	2,100.00
Monitoring of indicator	lump sum	\$1500.00	=	1,500.00
				<u>\$5,300.00</u>

Explanation:

This slide has been moving slowly since the original project was completed about 1960. The intent of this order is to compile the data required to efficiently correct this problem area.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization
Present estimate of project cost, including \$4,733,042.96
\$5300.00 for work under this order \$4,733,042.96

Expected under-run (amount) \$

Expected under-run (per cent)

Space to right of this line
is for use of Salem OfficeSubmitted by: [Signature]

Resident Engineer

Approval Recommended: [Signature]

For:

Construction Engineer or
Bridge EngineerApproval Recommended: [Signature]

Regional Engineer

Approved: [Signature]

Asst. State Hwt. Engr.

RECEIVED
MAY 10 1972

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7680

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 8, 1972

TO

R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. EHS-I-SON-6(52)237

FROM

George M. Baldwin
Administrator of Highways
by ORIGINAL SIGNED BY
L. H. Young ASBURY
Programing Engineer

SUBJECT

Request; Change Order Approval

Contract 7680, State Force Order No. 5

Project Hechan-Hilgard

Highway Old Oregon Trail

Counties Umatilla and Union

The Order covers purchasing merchantable timber from the United States Forest Service. The timber is located in the Wallows-Whitman National Forest and falls within the clearing limits of the project. The removal of the timber will be done by the contractor under the appropriate bid item.

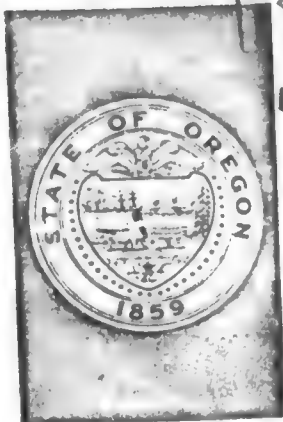
This work conforms to the requirements of FPM 21-6.2 as required for Federal participation. The estimated total cost of the work to be done under this Order is \$838.09 with Federal participation of \$754.28. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 3, 1972.

Your approval as of May 3, 1972 is requested.

JK:bb

Attachments



RECEIVED
APR 10 1972

FOR UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

1601
HIGHWAY BUILDING

SALEM, OREGON

97310 Phone 378-6511

April 10, 1972

El Paso Natural Gas Company
P. O. Box 1492
El Paso, Texas 79999

ATTENTION: Mr. Roland G. Tayler

Re: Utility Access
Meacham-Hilgard Section (Deadman's
Pass-Hilgard Interchange Section)
Old Oregon Trail Highway
Umatilla and Union Counties
Your File: R/W 62693

Gentlemen:

Reference is made to your letters dated March 8 and April 5, 1972,
concerning access to your pipe line near our Station 110 on this section.

Your request for either an access road, as we originally proposed,
or a locked gate at Station 110 has been submitted to the Federal Highway
Administration for their consideration. As soon as they have completed
their review, you will be advised.

Very truly yours,

George M. Baldwin
Administrator of Highways

By *GLD*

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl

cc: El Paso Natural Gas Company
P. O. Box 1526
Salt Lake City, Utah 84110
Attn: Mr. W. E. Hensala

R. E. Simpson
A. E. Johnson
W. E. Schwartz
H. W. Gerlach

NOTED
A. E. JOHNSON



RECEIVED
FEB 22 1972

FORM 2-70
FOR FILING

SP-23800-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

February 17, 1972

SUBJECT:

Revised Concrete Median Barrier
Meacham-Hilgard Section
Old Oregon Trail Highway
Umatilla & Union Counties
Contract No. 7680

To: Mr. R. L. Feller
Resident Engineer
LA GRANDE

Attached is a copy of a letter from Frank Terpin regarding a revision to standard drawing no. 2127 as it pertains to precast concrete median barrier.

I understand the concrete median barrier on your project is to be precast. If so, your contractor will probably want to take advantage of this revision.

Please document the change in plans with a price agreement. This price agreement should also reflect a savings to the State due to a lesser amount of reinforcing steel and easier placement. Our cost department estimates there is a savings in material only of \$0.85/ft. In addition to this, there is a savings on freight and placing costs. The price agreement should reflect a savings of between \$0.85 and \$1.00.

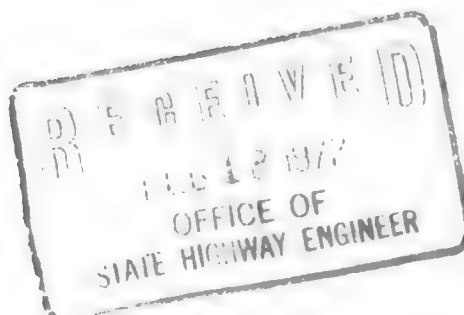
W. E. Schwartz

W. E. Schwartz
Regional Engineer

NOTED
A. E. JOHNSON

WES:sh
Attachments

cc A. E. Johnson
F. D. Morgan
W. J. Hart



STATE COPY *G-1P*
OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Meacham - HilgardHighway Old Oregon TrailCounty Umatilla & UnionContractor J.C. Compton Co.Address P.O. Box 86, McMinnville, Oregon 97128Date February 14, 19 72Contract No. 7680Prefix 630-1019F. A. Project No. E.H.S. I 80N-6(52)237Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Reshape Utility Access Roads to a width of 10 feet minimum preparatory
to placing 4" Aggregate Wearing Course.

Location by station numbers:

Right of sta. 168+ to sta. 220+.

Estimate of quantities and cost:

Labor— \$ 616.12
Equipment— 1183.88
Total— 1800.00

NOTED
A. E. JOHNSON

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Designated in project plans & specifications as "Extra Work".

NOTED
JOM EDWARDS

INSTRUCTIONS: A single order should not
cover more than one class of work or more
than one extra work job.

Submit five copies of the order to Salem.
After approval of the order by the assistant
state highway engineer, the Salem office will
send one copy to the contractor, one to the
division engineer and one to the resident
engineer.

Project authorization \$ 4,733,042.96

Present estimate of project cost, including
\$ 1800.00 for work under this order \$ 4,733,042.96

Expected under-run amount \$ 0

Expected under-run over-run per cent 0

Space to right of this line
is for use of Salem OfficeSubmitted by: R. L. Feller

Resident Engineer

Approval Recommended: H. J. SmithConstruction Engineer or
Bridge EngineerApproval Recommended: Robert M. Jones

Division Engineer

Approved: A. E. JohnsonDeputy State Highway Engineer,
Assistant State Highway Engineer or
District Engineer

RECEIVED
FEB 2 - 1972

FOR FILING

EHS-
I-80N-6(52)237
7680

January 31, 1972

J. C. Compton Company
P. O. Box 86
Minerville, Oregon 97128

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7680 for work
on the Macchem-Hilgard Section
of the Old Oregon Trail in
Umatilla and Union Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

k1
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

bc F. D. Morgan
Walt Hart
L. R. Young
Attn: Vince Gallagher
Wendell Schwartz
J. C. Hiatt

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 7680 1-61	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 4	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 1-18-72	COUNTY Umatilla & Union
		PROJECT NO. FHS-I-80N-6(52)237 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

**I-80N .75 mi. S.E. of Meacham S.E. 15.68 mi.
Meacham-Hilgard Interchange Section**

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	12-1-71	15.691
OTHER (Specify)		

FUNDS

Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT

\$ **4,508,704.00**

FEDERAL FUNDS

\$ **4,159,729.00**

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Department)

By

Assistant State Highway Engineer

(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

(Division Engineer)

For: **R. E. Simpson**Date executed by
Division Engineer**JAN 18 1972**

Oregon State Highway Division

Federal-Aid
Project No. EHS-I-80N-6(52)237 Safety

MEACHAM-HILGARD INTERCHANGE SECTION

OLD OREGON TRAIL HIGHWAY IN UMATILLA AND UNION COUNTIES

Salem, Oregon, January 13, 1972

Project Agreement Estimate.

Type Code 6203

Pavement Overlay (Sta. 830+00 Thru Eq. 1000+00 = 0.00 to Sta. 658+00)

Mobilization	A11 Required (45%)		\$ 166,050.00
Furnishing Field Laboratory Building	1 only	1,000.00	1,000.00
Temporary Protection and Direction of Traffic	A11 Required (75%)		18,750.00
Finishing Roadbed and Slopes	A11 Required (5%)		400.00
Watering	2,835 M-gal.	3.50	9,922.50
Class "B" Asphalt Concrete Mixture	192,000 ton	3.00	576,000.00
Asphalt Cement in Mixture	12,500 ton	41.00	512,500.00
Asphalt in Tack Coat	180 ton	75.00	13,500.00
Type 2 Modified Fence	52,900 lin.ft.	0.59	31,211.00
Type 2 Fence	24,900 lin.ft.	0.62	15,438.00
26' Cattle Guard	4 only	3,700.00	14,800.00
28' Cattle Guard	1 only	4,000.00	4,000.00
			<u>\$1,363,571.50</u>
Flagging (60% of Contractor's Cost)	A11 Required (75%)		\$ 18,750.00
Permanent Striping	A11 Required		6,000.00
Stage Construction Striping	A11 Required		2,000.00
			<u>\$ 26,750.00</u>
	Subtotal		<u>\$1,390,321.50</u>
	10% Engr. & Cont.*		<u>138,031.50</u>
	Total		<u>\$1,528,353.00</u>

*Reduced in accordance with par. 5 (Project Field Offices) of PPM 30-6.

Type Code Y101

Safety Work (Sta. 830+00 Thru Eq. 1000+00 = 0.00 to Sta. 658+00)

Guard Rail

Guard Rail, Type 2A	52,300 lin.ft.	4.75	\$ 248,425.00
Guard Rail Anchors	70 only	225.00	15,750.00

Extra for Guard Rail Bridge
Connections
Median Barrier Connections
Concrete Median Barrier
Guide Posts, Flexible*
Salvaging Guide Posts

28 only	200.00	5,600.00
1 only	600.00	600.00
60,300 lin.ft.	9.88	598,764.00
60 only	15.00	900.00
1,000 only	4.00	4,000.00
		<u>\$ 871,039.00</u>

*Experimental (Category 2)

Type Code Y106

Flattening Slopes

Mobilization	All Required (55%)	\$ 202,950.00
Temporary Protection and Direction of Traffic	All Required (25%)	6,250.00
Clearing and Grubbing	All Required	170,000.00
Removal of Structures and Obstructions	All Required	30,000.00
Ditch Excavation	1,840 cu.yd.	2.00 3,680.00
General Excavation	124,000 cu.yd.	1.60 198,400.00
Embankment in Place	179,700 cu.yd.	2.10 377,370.00
Rock Embankment in Place	10,000 cu.yd.	3.10 31,000.00
Overhaul	39,300 C-yd.sta.	0.005 196.50
Trench Excavation	8,700 cu.yd.	4.00 34,800.00
Finishing Roadbed and Slopes	All Required (95%)	7,600.00
Furnishing and Placing Topsoil	44,600 cu.yd.	3.75 167,250.00
Watering	5,265 M-gal.	3.50 18,427.50
Aggregate Shoulders	126,000 ton	2.00 252,000.00
8-inch Culvert Pipe	130 lin.ft.	4.00 520.00
12-inch Culvert Pipe	950 lin.ft.	4.50 4,275.00
15-inch Culvert Pipe	4,900 lin.ft.	6.00 29,400.00
18-inch Culvert Pipe	2,460 lin.ft.	7.00 17,220.00
24-inch Culvert Pipe	500 lin.ft.	8.00 4,000.00
30-inch Culvert Pipe	90 lin.ft.	10.00 900.00
36-inch Culvert Pipe	10 lin.ft.	30.00 300.00
72-inch Culvert Pipe	150 lin.ft.	40.00 6,000.00
36-inch Arch-Type Pipe	70 lin.ft.	10.00 700.00
54-inch Arch-Type Pipe	66 lin.ft.	20.00 1,320.00
Extra for Pipe Under Pavement	3,200 lin.ft.	10.00 32,000.00
15-inch Paved Culvert End Slopes	30 only	150.00 4,500.00
18-inch Paved Culvert End Slopes	40 only	200.00 8,000.00
24-inch Paved Culvert End Slopes	8 only	250.00 2,000.00
30-inch Paved Culvert End Slopes	3 only	350.00 1,050.00
36-inch Paved Culvert End Slopes	2 only	400.00 800.00

Concrete Manholes	3 only	1,000.00	3,000.00
Concrete Inlets, Special Type D	1 only	1,000.00	1,000.00
Concrete Inlets, Type G-2, G-2M and B	62 only	320.00	19,840.00
Concrete Inlets, Type G-2MA	50 only	380.00	19,000.00
6-inch Drain Pipe	25,000 lin.ft.	2.50	62,500.00
Special Filter Material in Drains	4,500 cu.yd.	8.00	36,000.00
Loose Riprap, Class 50	110 cu.yd.	7.00	770.00
Roadside Seeding and Mulching	80 acre	276.00	22,080.00
			<u>\$1,777,099.00</u>

Type Code Y002
Signing

Removal of Existing Sign Installations	A11 Required		\$ 1,100.00
Paint Wood Sign Posts	A11 Required		1,000.00
Sign Support Footings	A11 Required		14,000.00
Breakaway Sign Posts	A11 Required		25,180.00
Single Sign Supports	A11 Required		6,270.00
Double Sign Support	A11 Required		1,025.00
Moving Types A, C, D and G Signs	A11 Required		2,000.00
Type A Signs in Place	1,440.75 sq.ft.	7.45	10,733.59
Type B Signs in Place	38 sq.ft.	7.45	283.10
Type C, D and R Signs in Place	118 sq.ft.	4.50	531.00
Type F and G Signs in Place	15 sq.ft.	5.00	75.00
			<u>\$ 62,197.69</u>
	Subtotal		<u>\$2,710,335.69</u>
Flagging (60% of Contractor's Cost)	A11 Required (25%)		\$ 6,250.00
Temporary Erosion Control	A11 Required		5,000.00
On-the-Job Trainee (6 @ \$800)	A11 Required		4,800.00
Work by Bonneville Power	A11 Required		697.90
			<u>\$ 16,747.90</u>
	Subtotal		<u>\$2,727,083.59</u>
	10% Engr. & Cont.		272,708.19
	Total		<u>\$2,999,791.78</u>
Less Credit for Guard Rail Elements	1,296,052 lbs.	0.015	\$ (19,440.78)
			<u>\$2,980,351.00</u>

Retained in Program Status

Slide Correction	All Required	1,000.00
Work by Pacific N.W. Bell	All Required	500.00
Drainage by State Forces	All Required	30,000.00
Remove Pavement on Structures		
and Apply Membrane Waterproofing	All Required	60,000.00
Reshape Utility Access Roads	All Required	1,800.00
Pipe Bedding Material	All Required	500.00
Felling Danger Trees	All Required	6,000.00
Reconstruct Corral	All Required	1,500.00
	Subtotal	101,300.00
	10% Engr. & Cont.	10,130.00
	Total	\$ 111,430.00

Length of Roadway - - - - 15.691 Miles
Cost of Roadway Per Mile- \$287,343.32

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Pavement Overlay	\$1,528,353.00	\$1,410,058.00	\$118,295.00
Safety Work	<u>2,980,351.00</u>	<u>2,749,671.00</u>	<u>340,680.00</u>
Subtotals	\$4,508,704.00	\$4,159,729.00	\$348,975.00
Retained in Program	<u>\$ 111,430.00</u>	<u>\$ 102,805.00</u>	<u>\$ 8,625.00</u>
Total	\$4,620,134.00	\$4,262,534.00	\$357,600.00
60% Union County			
40% Umatilla County			

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7680

Prefix: 630-1019

MEACHAM-HILGARD INTERCHANGE SECTION

Nonparticipating - State Work

Type "A" Signs in Place
State Responsibility for Damages

231.25 sq.ft.
All Required

7.45	\$	1,722.81
		<u>4,000.00</u>
	\$	5,722.81

MEACHAM-HILGARD INTERCHANGE SECTION

Work by Bonneville Power Administration

Labor	- - - - -	\$460.43
Equipment	- - - - -	118.00
Material	- - - - -	28.52
Overhead	- - - - -	<u>91.04</u>
Total		\$697.99

RECEIVED
FEB 20 1972

FOR FILING

EHS-
I-80N-6(52)237
7680

Salem, Oregon
January 13, 1972

Mr. F. D. Morgan
Construction Engineer

Attention: Ted Litchfield

Agenda Item 5j
January 11 Commission meeting

MISC. CONTRACTS and
AGREEMENTS No. 4404

As requested, attached for sending to Pacific Northwest Bell Telephone Company is a fully executed copy of an agreement pertaining to crossing of their facilities on the Meacham-Hilgard Section of I-80N.

We have retained a fully executed copy of this agreement for the Commission's files.

Floyd Query, Secretary

fm
Att.

RECEIVED
JAN 11 1972

FOR FILING

EHS-

T-81N-6(52)-37

7680

bc F. F. Morgan
Walt Mart
L. H. Young
Attn: Vince Gallagher
Wendell Schwartz
J. C. Hiatt
William Geibel (SAIP)

January 10, 1972

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

The State Highway Commission on December 20, 1971, accepted your proposal for work on the Moschen-Hilgard Section of the Old Oregon Trail in Umatilla and Union Counties and referred it to the State Highway Engineer with authority to award the contract as soon as necessary right of way is acquired and approval of the Federal Highway Administration is received.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7680.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 1, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RI
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wa., & Portland, Ore.



OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING •

SALEM, OREGON •

97310
January 3, 1972

Oregon State Highway Commission

AGENDA

JAN 11 1972

54

Gentlemen:

In order to construct the Meacham-Hilgard Section of I-80N, Umatilla and Union Counties, it is necessary to cross the facilities of Pacific Northwest Bell Telephone Company.

An agreement has been reached setting forth the locations of allowable access from the freeway to the company's facilities. When the access is through a locked gate, the company is required to: protect the traveling public; keep the gate locked at all times; avoid parking on traveled portion of highway; park within the right-of-way only; to open and close the gate; travel "with the traffic"; and take any action necessary to prevent unauthorized use of the gate by its employees.

The State will maintain any access roads located within the right-of-way and the locked gates. The company is responsible for maintenance of any access roads located outside of the right-of-way.

The agreement further provides that the company will quitclaim all its private easements located within the right-of-way of this section in exchange for a perpetual right to operate and maintain its facilities now in existence within the right-of-way.

In the event of an extreme emergency, the company may use such routes as necessary but must repair any damage to highway facilities after the emergency ceases.

The provisions of the agreement will generate no additional cost to the State. The Federal Highway Administration has approved the procedure. This matter will be

2 COPIES TO
BE SIGNED

By Secretary

NOTED
FLOYD QUERY

Oregon State Highway Commission
January 3, 1972
Page 2

on the agenda for the January 11 meeting.

We recommend your approval and request authority
for the Secretary to sign the agreement for and on your
behalf.

Very truly yours,

ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
State Highway Engineer

bc Floyd Query
George Baldwin
F. B. Klaboe
A. E. Johnson
Gary Ross
Gary Sund
F. D. Morgan
W. E. Schwartz
T. W. Litchfield
V. E. Skoog

JAB:fw/FBK ja

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DEC 9 1971

UTILITY UNFILING



OREGON STATE
HIGHWAY DIVISION

EHS-I-80N-6(52)237

7680

HIGHWAY BUILDING

SALEM, OREGON • 97310 Phone 378-6511

TOM McCAH
GOVERNOR

Chevron Pipe Line Company
P. O. Box 117
Salt Lake City, Utah 84110

ATTENTION: Mr. E. I. Allen

Gentlemen:

December 8, 1971

Re: Utility Accesses
Meacham-Hilgard Section (Deadman's
Pass-Hilgard Interchange Section)
Old Oregon Trail Highway
Umatilla and Union Counties

Reference is made to your letter dated November 10, 1964, which approved a draft of the agreement between the State and Chevron Pipe Line Company covering access to your facilities on the Deadman's Pass-Hilgard Interchange Section of the Old Oregon Trail Highway.

As indicated in past correspondence and various meetings with representatives of your company, the Federal Highway Administration approved the locked gate accesses you requested; however, this approval was subject to several special provisions which were only partially covered in the above mentioned agreement. Thus, it was necessary to re-write the agreement.

Attached are duplicate originals and one xerox copy of the revised agreement covering the accesses agreed to by your Messrs. E. H. Hight, Jr., and C. E. Erwin at our meeting in LaGrande on September 15, 1971.

If you have any questions, please contact Mr. Fillmore, P. O. Box 850, LaGrande, Oregon 97850, Telephone 963-3177, or this office; if not, please have the originals executed by the appropriate officials and return them to this office for presentation to the Highway Commission. Since bids are scheduled to be opened for this project on December 16, 1971, your immediate attention to this matter will be appreciated.

Upon approval by the Commission, a fully executed copy will be returned. The xerox copy is for your files in the interim.

cc: Chevron Pipe Line Company
Boise, Idaho - Attn: Mr. E. H. Hight

Very truly yours,

PGP:dl

Enclosure

cc: F. B. Klaboe
H. S. Coulter
H. M. Fillmore

RECEIVED
DEC 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER
F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD
W. Litchfield
Railroad and Utility Engineer

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DEC 7 1971



FOR FILING
UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

EHS-
J-80N-6752/237
HIGHWAY BUILDING
7680

• SALEM, OREGON • 97310 Phone 378-6511

TOM McCABE
GOVERNOR

Pacific Northwest Bell Telephone Company
421 S. W. Oak Street
Portland, Oregon 97204

December 8, 1971

Re: Utility Accesses
Meacham-Hilgard Section (Deadman's
Pass-Hilgard Interchange Section)
Old Oregon Trail Highway
Umatilla and Union Counties

ATTENTION: Right of Way Supervisor

GENTLEMEN:

Reference is made to your letter dated November 5, 1964, which approved a draft of an access agreement covering access to your facilities near the Emigrant Hill-Hilgard Section of the Old Oregon Trail Highway, and our letter dated October 3, 1966, which indicated that the Federal Highway Administration (FHWA) had not approved the proposed locked gate at Station 501+60.

As a result of various meetings between representatives of the State, Telephone Company, Forest Service and FHWA all the accesses you requested have been approved by FHWA. This approval, however, was made subject to certain special provisions which were only partially covered in the above mentioned agreement. Thus, it was necessary to re-write the agreement. Attached are duplicate originals and one xerox copy of the revised agreement covering the accesses agreed to by your Messrs. H. M. Rush, E. H. Leman and Roy Cook at our meeting in LaGrande on September 15, 1971.

If you have any questions, please contact Mr. Fillmore, P.O. Box 850, LaGrande, Oregon 97850, Telephone 963-3177, or this office; if not, please have the originals executed by the appropriate officials and return them to this office for presentation to the Highway Commission. Since bids are scheduled to be opened for this project on December 16, 1971, your immediate attention to this matter will be appreciated.

Upon approval by the Commission, a fully executed copy will be returned. The xerox copy is for your files in the interim.

Very truly yours,

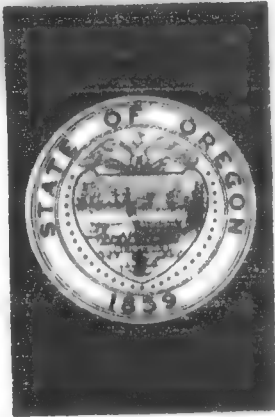
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Enclosure

cc: F. B. Klaboe
H. S. Coulter
H. M. Fillmore

RECEIVED
DEC 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By J. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

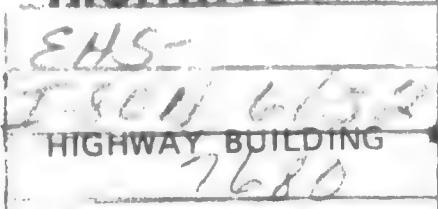
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F. B. KLABOE



(D) ENGINEERING
DEC 2 1971

FOR FILING
UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**



SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

El Paso Natural Gas Company
P. O. Box 1492
El Paso, Texas 79999

ATTENTION: Mr. Roland G. Tayler

December 8, 1971

Re: Utility Accesses
Mescham-Hilgard Section (Deadman's
Pass-Hilgard Interchange Section)
Old Oregon Trail Highway
Umatilla and Union Counties
Your File: R/W 62693

Gentlemen:

Attached is the original copy of an Access Agreement dated January 24, 1966, which covered access to your facilities on this project.

As indicated by past correspondence, the Federal Highway Administration approved the locked gate accesses you requested; however, this approval was subject to several special provisions which were only partially covered in the above mentioned agreement. Thus, it was necessary to re-write the agreement.

Also attached are duplicate originals and one xerox copy of the revised agreement covering the accesses agreed to by your Mr. Wayne Gentry at our meeting in LaGrande on September 15, 1971.

If you have any questions, please contact Mr. H. M. Fillmore, P.O. Box 850, LaGrande, Oregon 97850, Telephone 963-3177, or this office; if not, please have the originals executed by the appropriate official and return them to this office for presentation to the Highway Commission. Since bids are scheduled to be opened for this project on December 16, 1971, your immediate attention to this matter will be appreciated.

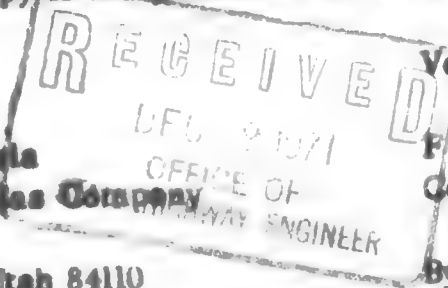
Upon approval by the Commission, a fully executed copy will be returned. The xerox copy is for your files in the interim.

FGP:dl

Enclosure

cc: Mr. W. B. Hensley
El Paso Natural Gas Company
P.O. Box 1526
Salt Lake City, Utah 84110

F. B. Klaboe
H. S. Coulter
H. M. Fillmore



Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

NOTED
F. B. KLABOE



RECEIVED
DEC 27 71

FOR FILING
UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

1680
HIGHWAY BUILDING

SALEM, OREGON • 97310 Phone 378-6511

TOM McCAM
GOVERNOR

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

December 7, 1971

ATTENTION: Mr. John V. Mulcahy

Re: Utility Accesses
Meacham-Hilgard Interchange Section
(Deadman's Pass-Hilgard Interchange
Section)
Old Oregon Trail Highway
Umatilla and Union Counties

Gentlemen:

Reference is made to your letter dated November 17, 1967, which transmitted the proposed access agreement between the State and Bonneville Power Administration covering your facilities on the Emigrant Hill-Hilgard Section of the Old Oregon Trail Highway. As indicated in our letter dated February 11, 1969, the Federal Highway Administration approved the locked gate accesses you requested; however, this approval was subject to several special provisions which were only partially covered in the above mentioned agreement. Also, during the interim, certain access roads have been made available. Thus, it was necessary to re-write the agreement.

Attached are duplicate originals and one xerox copy of the revised agreement covering the accesses agreed upon by your Mr. Leonard Kress at his meeting with our Mr. Fillmore in LaGrande on October 18, 1971.

If you have any questions, please contact Mr. Fillmore, P.O. Box 830, LaGrande, Oregon 97850, Telephone 963-3177, or this office; if not, please have the originals executed by the appropriate officials and return them to this office for presentation to the Highway Commission. Since bids are scheduled to be opened on this project on December 16, 1971, your immediate attention to this matter will be appreciated.

Upon approval by the Commission, a fully executed copy will be returned. The xerox copy is for your files in the interim.

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Enclosure

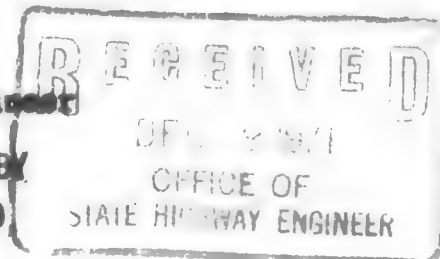
cc: Bonneville Power Administration
P.O. Box 3621
Portland, Oregon - Attn Mr. LeRoy Grant
F. B. Klaboe
H. S. Coulter
H. M. Fillmore

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer



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DEC 3 - 1971
FOR F

SHS -
SAN - 6 (S.R.)
7680
RECEIVED

December 3, 1971

Oregon State Highway Commission

Gentlemen:

Bids will be taken December 16, 1971 on the following projects. After each project is an explanation of our plans concerning establishment of footpaths and bicycle trails as set forth in House Bill 1700.

1. Stafford Road Interchange, Pacific Highway.
Illumination Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

2. Nail Creek Section, Pacific Highway.
Slide Correction Project

No footpaths or bicycle trails planned for this project because of its isolation, and since it does not connect with any existing community, the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

3. Sandy River-Multnomah Falls Section, Columbia River Highway.
Safety and Overlay Project

Footpaths and bicycle trails were eliminated on this project under authority granted by Section 2(2)(a), it being deemed such paths and trails would be contrary to public safety.

4. Arlington Interchange Section, Columbia River Highway.
Landscape Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

5. Deadmans Pass Safety Rest Area, Old Oregon Trail Highway.
Rest Area Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

6. Meacham-Hilgard Interchange, Old Oregon Trail Highway.
Safety and Overlay Project

No footpaths or bicycle trails planned for this project because of its isolation and the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

7. La Grande Section, Old Oregon Trail Highway.
Structure Project

Footpaths and bicycle trails were eliminated on this project under authority granted by Section 2(2)(a), it being deemed such paths and trails would be contrary to public safety.

8. Unit A, Portland City-wide Traffic Signals, Various City Streets.
Traffic Signal Project

Footpaths and bicycle trails will not be established under this project as per Section 2(2)(c), which states that footpaths and

trails are not required to be established where "...other available ways or other factors indicate an absence of any need for such paths and trails."

9. Powell Boulevard at Hood Avenue (Gresham).
Mt. Hood Highway.
Traffic Signal Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

10. SW 72nd Avenue-SW Greenburg Road (Tigard)
Section, Pacific Highway West.
Traffic Signal Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

11. Cascade Highway at Pearl Street & Warner
Milne Road (Oregon City), Cascade Highway.

Sidewalks are being provided on this project.

12. Pilot Butte Canal (Deschutes Station) Bridge
Section, FAS 325.
Structure Project.

No footpaths or bicycle trails planned for this project because of its isolation, and since it does not connect with any existing community, the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

Oregon State Highway Commission
December 3, 1971
Page four

13. Delta Highway-Coburg Road (Eugene) Section,
Willamette Bikeway.

This is a project to construct a bicycle route.

If you have any question or wish to make any change in the concept as outlined, please let us know.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
Victor Wolfe

DES:mc kw

RECEIVED
DEC 21 1971
(REV. 3-67)

12-1-71

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL AID PROJECT NO.
EHS-1-80N-6(52)237

FOR FILING LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.
MEACHAM-HILGARD SECTION

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
UMATILLA-UNION

ITEM NO.
1-664

PROGRAM STAGE (Check)
☐ 1 ☒ 2

EHS-
TO:
I-80N-6(52)237
7680

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

RECEIVED
DEC 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

12-6-71
Young

DATE PS&E APPROVED
NOVEMBER 12, 1971

DATE AUTHORIZATION EFFECTIVE
NOVEMBER 12, 1971

FEDERAL ROUTE NUMBER
INTERSTATE ROUTE 80N

STATE ROUTE NUMBER
OREGON TRAIL HIGHWAY ROUTE #6

LIMITS OF AUTHORITY
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF \$25,000.00; ON THE JOB TRAINING IN THE AMOUNT OF \$4,800.00; PERMANENT STRIPING BY STATE FORCES IN AMOUNT OF \$6,000.00; STAGE CONSTRUCTION STRIPING BY STATE FORCES IN THE AMOUNT OF \$2,000.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF \$5,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE
LOCATION ONLY

☐ ACQUISITION OF RIGHT-OF-WAY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
PREPARATION

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF
BIDS

☒ OTHER (Specify) STAGE CONST. STRIPING
BY STATE FORCES \$2,000.00

PERMANENT STRIPING
BY STATE FORCES 6,000.00
TEMPORARY EROSION CONTROL 5,000.00
ON THE JOB TRAINING 4,800.00
CONTRACTORS FLAGGING 25,000.00

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE
AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S NOVEMBER 10, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HERewith.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 - "FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

THIS AUTHORIZATION IS CONDITIONED TO YOUR OBTAINING RIGHT OF ENTRY AND USE OF ALL RIGHT OF WAY PRIOR TO REQUEST FOR CONCURRENCE IN AWARD.

12-6-71
10M FOWARD

DATE
12-1-71

SIGNATURE OF APPROVING OFFICIAL

TITLE
FOR DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
DEC 1-1971

FOR FILING

Salem, Oregon
December 1, 1971

ON-6(52)237
7680

Ivan Merchant
Bridge Engineer

Meacham-Hilgard Interchange
Old Oregon Trail Highway
EHS-I-6(52)237 Safety Signs

BUILDING

Attached is a copy of a memorandum from R. E. Simpson of the Federal Highway Administration concerning replacement of sign panels on the subject project.

Please proceed with sign replacement as outlined in Mr. Simpson's letter and include the replacement of existing extruded panel signs as a nonparticipating item.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

Attachment

cc R. L. Porter
Tom Edwards
F. B. Klaboe (enc.)
L. H. Young "
L. E. George "

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: November 19, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

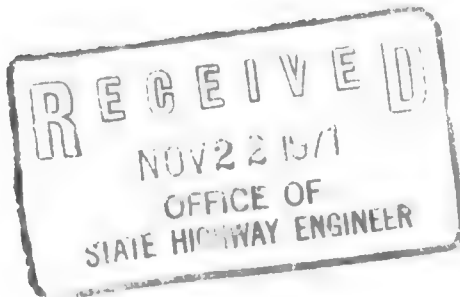
SUBJECT: Meacham-Hilgard Interchange Section
Old Oregon Trail Highway
EHS-I-6(52)237 Safety Signs

As requested in Mr. Merchant's November 11 letter, Federal participation in the cost of replacing the laminated sign panels on this project with extruded sign panels is approved.

The preliminary plans indicate you also wish to replace the sign extruded panels of two signs (Items 69 and 99). We can participate in the costs of removing the existing signs and placing them on breakaway supports but we cannot participate in the costs of replacing the existing extruded panel signs. These signs are in poor condition but their replacement should be considered a maintenance item.



*OK on bonds
R. E. Simpson
11/21/71*



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
FORM E-30

FOR FILE

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 29, 1971

SUBJECT:

Meacham-Hilgard Section
Old Oregon Trail Highway
Umatilla County

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

4584

Per your assignment No. 4584, the full depth base construction under shoulders on the subject section has been reviewed.

Our current policy for Interstate construction indicates this type of construction under the shoulders. These areas are about two stations adjacent to structures and some saving in time could be expected by using this design as the work to be done is adjacent to traffic.

Victor D. Wolfe
Location Engineer

By

George C. Wills
George C. Wills
Field Locating Engineer

NOTED
F. B. KLABOE

GCW:jp
Attach



RECEIVED
NOV 11 1971

DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.
1-80N-6(52)237

STATE PROJECT NO.
MEACHAM-HILGARD SECTION

FROM:

R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
1-664

COUNTY NAME
UMATILLA & UNION

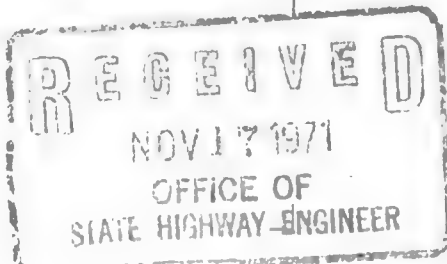
PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

I-80N-6(52)237
7680

11-16-71

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON



11-19-71
Young

DATE PS&E APPROVED

DATE AUTHORIZATION
EFFECTIVE

NOVEMBER 12, 1971

FEDERAL ROUTE NUMBER

INTERSTATE ROUTE 80N

STATE ROUTE NUMBER

OLD OREGON TRAIL HIGHWAY - ROUTE #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE ACTUAL ADJUSTMENT IN THE BONNEVILLE POWER ADMINISTRATION'S FACILITIES EFFECTIVE TODAY. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE \$697.99 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN

☐ PREPARATION

☒ OTHER (Specify) UTILITY ADJUSTMENT.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT

☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 2-14-69 AND PPM 30-4.1 DATED 10-1-69.

WE APPROVE THE AGREEMENT WITH THE BONNEVILLE POWER ADMINISTRATION AS REPRESENTED BY THE BONNEVILLE POWER ADMINISTRATION'S OCTOBER 18, 1971 LETTER ESTIMATE AND PLAN FURNISHED BY MR. LITCHFIELD'S OCTOBER 29, 1971 LETTER.

RECEIPT OF MR. CARTWRIGHT'S AFFIDAVIT OF THE BONNEVILLE POWER ADMINISTRATION'S PROPERTY RIGHTS IS ACKNOWLEDGED.

NOTED
TOM EDWARDS

DATE

11-16-71

SIGNATURE OF APPROVING OFFICIAL

[Signature]

TITLE

Division ENGINEER

RECEIVED
NOV 19 1971

LETTER OF APPROVAL AND/OR AUTHORIZATION
FOR FILE

80N-6(52)237

STATE PROJECT NO.
MEACHAM-HILGARD SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
UMATILLA AND UNION

ITEM NO.
1-664

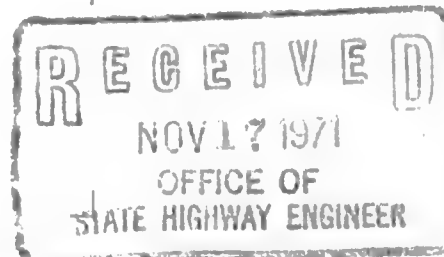
PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

7680

11-16-71

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON



DATE PS&E APPROVED

DATE AUTHORIZATION
EFFECTIVE
NOVEMBER 11, 9171

FEDERAL ROUTE NUMBER
INTERSTATE ROUTE 80N

STATE ROUTE NUMBER
OLD OREGON TRAIL - HIGHWAY ROUTE #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH ALL UTILITY PREPARATORY WORK.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☒ OTHER (Specify) UTILITY PREPARATORY WORK.

- ☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

11-19-71
J. Green

NOTED
TOM EDWARDS

DATE
11-16-71

SIGNATURE OF APPROVING OFFICIAL

J. Green

TITLE
For DIVISION ENGINEER

PERM
NOV 18 1971

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

Memorandum

EHS-
T-80N 6-52-227
7600

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 15, 1971

In reply refer to: 08-35.DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

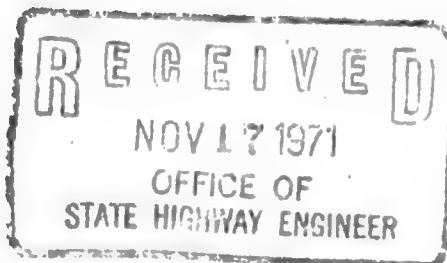
SUBJECT: Oregon Project I-80N-6-(52)227
Meacham - Hilgard Interchange Section
Overlay and Safety

In response to the request in Mr. Klaboe's letter of October 29, 1971
the use of a concrete median barrier in this section is approved.

11-18-71
RECEIVED TO

Hall

NOTED
F. B. KLABOE



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT
NOV 17 1971

Memorandum

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 12, 1971
In reply refer to: 08-35-DA

SUBJECT: Oregon EHS I-80N-2(50)16, Sandy River-Multnomah Falls Section
Oregon EHS I-80N-6(52)237, Meacham-Hilgard Section
Policy Statement on Guardrail Reconstruction
on Interstate Safety Projects

*Klaskas
or Edwards
11-16-71*

Mr. Edwards' November 9 letter requested approval to specify new W-beam guardrail on Interstate safety projects where existing painted guardrail is being upgraded to modern design.

A cost analysis is presented which shows only a minor difference in bid prices on recent projects which provided for either totally new rail or permitted reuse of the existing rail.

With the recognized advantages of added safety during construction reduced maintenance and improved long term appearance of new galvanized rail and your cost experience which shows little benefit in reusing the old rail I will approve the use of new galvanized rail on the subject sections. This approval is for the purpose of developing additional cost experience to substantiate future use of new rail. It would be appropriate to closely monitor the safety advantages during construction on these two projects to further substantiate the future use of new rail.

NOTED
F. E. KLASCH



11-17-71
REFERRED TO
Hall
By _____
State Highway Engineer

RECEIVED
NOV 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 10 1971

FOR FILING

November 9, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Simpson:

Re: Policy Statement on
Guardrail Reconstruction

Unpainted galvanized W-beam has now been specified for guardrail for several years because of the excessive maintenance cost of painted rail. The existing painted guardrail that was installed several years ago is generally ungalvanized and subject to rapid deterioration, with loss of paint from sanding operations and weathering.

Safety projects such as the Sandy River-Multnomah Falls Section and the Meacham-Hilgard Interchange Section on Interstate 80N require the existing guardrail to be moved by setting it back from the shoulder and adding blocks and posts. In doing this, the existing rail must be salvaged and reinstalled or new rail used. The difference in cost of this alternate is only a few cents per foot. The cost analysis is detailed as follows:

RECONSTRUCTION WITH OLD W-BEAM		CONSTRUCTION WITH NEW W-BEAM	
Cost	Item	Cost	Item
\$1.15	Cleaning and Painting	\$2.60	Materials
1.30	Additional Posts, Blocks and Hardware	2.05	Installation
2.05	Installation		
<u>\$4.50</u>		<u>\$4.65</u>	

Mr. R. E. Simpson
November 9, 1971
Page 2

Costs shown reflect future anticipated increases. The difference of 15 cents per foot is about the salvage value of the old rail for scrap metal. A review of average bids for reconstructing old rail and constructing new rail was also made. The names of these projects and average bid prices follow:

AVERAGE BID PRICES FOR TYPE 2A GUARDRAIL
WHERE REUSE OF OLD GUARDRAIL PERMITTED

<u>Project</u>	<u>Date</u>	<u>Lin. Ft.</u>	<u>Avg. Bid Price</u>
N. Pk. Jacobsen Gulch-N. Ontario	July 1971	17,400	\$3.83
Jumpoff Joe-Grants Pass	May 1971	37,000	3.18
N. Portland Blvd.-Capitol Hwy.	Feb. 1971	15,000	4.21
Halsey Int.-Lane Co. Line	Nov. 1970	11,700	3.98
Rock Point-Seven Oaks	June 1970	31,200	3.85
	Average		\$3.81

AVERAGE BID PRICES FOR
NEW TYPE 2A GUARDRAIL

<u>Project</u>	<u>Date</u>	<u>Lin. Ft.</u>	<u>Avg. Bid Price</u>
E. Unit Pendleton-Emigrant Hill	May 1971	60,000	\$4.01
La Grande-Ladd Canyon	May 1971	12,000	4.02
N. Powder-Powder River	Dec. 1970	7,000	4.01
Baldock Slough-Richland	Nov. 1970	2,000	3.97
Richland-S. Baker	Mar. 1971	15,400	3.94
	Average		\$3.99

This data shows that the cost of reconstructing with salvaged painted rail almost equals the cost of new galvanized rail. Also, the continuous protection of hazards is possible by specifying the new rail, while salvaging involves a period without protection.

Mr. R. E. Simpson
November 9, 1971
Page 3

For reasons of economy in maintenance, safety and aesthetics we ask your concurrence in reconstructing guardrail with new rather than salvaged W-beam where this policy can be supported by data such as given in this letter.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Frank Hall

FLH:jh ja

TRANSACTION NUMBER 11-64

FORM PR-48
(REV. 7-67)

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATE HIGHWAY DEPARTMENT
OREGON

DATE
11-11-71

MR. YOUNG'S NOVEMBER 2, 1971 LETTER

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAV ☐ FAS ☐ OTHERS

TITLE
PROGRAM & PLANNING ENGINEER

OTHER IDENTIFICATION AND/OR REMARKS (Sheet)

STAGE 1		STAGE 2		FEDERAL FUNDS
ITEM NOS.	THRU	ITEM NOS.	THRU	
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	

664	EHS-1-80N-6(52)237	15.68	4,500,000	4,151,600
-----	--------------------	-------	-----------	-----------

LOCATION

WORK

MEACHAM-HILGARD
INTERCHANGE SECTION

GRADE, DRAIN, HIGH TYPE
PAVEMENT - REVISE OR
INSTALL GUARDRAIL -
MEDIAN BARRIERS -
SIGNING AND MINOR
SAFETY ADJUSTMENTS.

11-17-71
Young

REMARKS (Division)

RECEIVED
NOV 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

12-11-71
du
11-16-71

RECOMMENDED

APPROVED

DATE

DATE 11-11-71

SIGNATURE AND TITLE

R. E. SIMPSON, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.



RECEIVED
NOV 11 1971

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 11, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

Attention: Mr. Richard A. Nichols

Dear Mr. Simpson:

Meacham-Hilgard Intchge. Section
Old Oregon Trail Highway
Umatilla and Union Counties
Bridge No. 13583
Signing

NOTED
A. E. JOHNSON

On November 8, 1971, Mr. Nichols of your Department requested additional information, regarding our proposed replacement of six laminated sign panels with extruded sign panels, on the subject project.

At three of the locations, the existing sign mounts consist of two wood posts. The new installation will call for single steel post breakaway supports. As pointed out in our November 5, 1971 letter the existing laminated signs do not have adequate strength at the center of the sign to permit connection to the single post. In addition, it is not economically feasible to use a two post steel breakaway support. The extra support and footing would cost more than the sign panel replacement.

At the other three locations the existing signs are mounted on fixed steel piling. These interchange guide signs are to be set back, mounted on breakaway supports, and have an Exit numbering sign mounted on top. Here again, the laminated sign panels do not have adequate strength for the new connection. The fastening of the Exit numbering sign is not feasible without changing the structural system. It would not be economical to do this.

Based on this additional information, your early approval is requested.

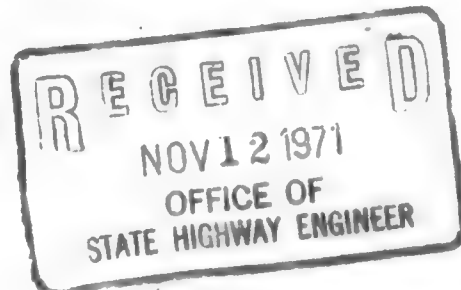
Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

LLW/ag

cc: A. E. Johnson
L. E. George
L. H. Young
V. E. Skoog





RECEIVED
NOV 11 1971
F-11-1-1

**OREGON STATE
HIGHWAY DIVISION**

EH-
I-80N-615(R) 237
HIGHWAY BUILDING
7680

• SALEM, OREGON • 97310

November 5, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention Mr. Richard A. Nichols

Dear Mr. Simpson:

Meacham-Hilgard Intch. Sec.
Old Oregon Trail Highway
Umatilla and Union Counties
Bridge 13583

NOTED
A. E. JOHNSON

The following was discussed by Mr. Nichols of your department and Mr. Christensen of this department by telephone on November 4, 1971, and was tentatively agreed upon.

On the above subject safety project we are modifying, moving and replacing sign supports to provide breakaway features. Several of the signs involved in this changing of supports are laminated signs with the signs bolted to these supports by bolts placed through the signs and posts. At the present bolting locations the signs have a structural tube built into the interior of the sign to give the bolt something to bear against and keep it from pulling through the thin aluminum face sheet.

The new breakaway support does not provide for bolting at the same original hole locations in the sign and therefore the bolt will more than likely pull through the sign face during installation or due to vibrational wind forces since it will not have a structural tube to bear against.

We, therefore, request approval to replace these signs with extruded signs which can be fastened to the post by clips at any location.

Mr. R. E. Simpson
Page 2
November 5, 1971

We are presently working on the subject project on the basis that approval for replacement will be forthcoming.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

DOC:db

cc A. E. Johnson ✓
L. E. George
L. H. Young
V. E. Skoog



RECEIVED
NOV 5 1971

FOR FILING

EHS-11
I-80N-6(52)237
7680

November 2, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are forwarding program data for one Interstate Project, Item No. 664, Project No. EHS-I-80N-6(52)237, "Meacham-Hilgard Section", which we desire to have included in the Federal-aid Interstate program.

The project contains safety improvement work covered under AASHO's February 1967 report, "Highway Design and Operational Practices Related to Highway Safety".

The project qualifies as an EHS project under IM 30-5-71, Section (b), "Emergency Highway Safety Program", based on the fact the safety portion of the project is for the correction of those roadside features and appurtenances that have been identified generally as hazardous in the aforesaid AASHO report.

We received FHWA concurrence in your memorandum of August 18, 1970, that design approval had been given the project prior to January 18, 1969, the effective date of the current FPM 20-8.

The project is exempt from state and local clearinghouse review and comment under 2b of IM 50-1-70 because all right-of-way had been acquired prior to September 30, 1969.

The environmental statement is exempt on this project under par. 3(a) and (c) of FPM 90-1 as design approval was considered granted prior to January 1, 1970.

It is our intention to receive bids for this project on December 16, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

DAR:dg
Enclosures

MONTHLY TRANSACTION NO.		FORM PR-1 (REV. 4-61)		FEDERAL-AID (P)						
DATE SUBMITTED TO W.O.		11-2-71								
CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) I-80N .75 mi. S.E. of Meacham S.E. 15.68 mi.		ADT	PRES 3,800	FUT 5,900				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr. Dr., & High-type Pave.	NATL. FOREST	FM ROUTE NO.	SUPV AGENCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL.		
CARD 4	CLASS OF FEDERAL FUNDS Interstate	NAME OF URBAN AREA 17-31		ROUTE NO. I		FEDERAL I-8		COUNTY NAME		
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(1418)	(16)	(11)	(42)	(43)	(46)	(53)	(54)	(55)(59)	(56)(57)
5					PE		I-80N .75 mi. S.E. of Meacham S.E. 15.68 mi.			
5					ROW		(Meacham-Hilgard Interchange Section)			
5					CONST (CODE) 6203 Safety			15.68	2,350,000 2,150,000	2,168,100 1,983,500
CARD 1	CODE 1	PREPARED BY		PROJECT TOTALS		15.68		4,500,000		4,151,600
1	14	PROGRAM APPROVAL DATES						(116)		(123)(124)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA (PPM 21-1)

mi.		ADT		PRESENT 3,800	FUTURE 5,900	YEAR 91	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 042	ITEM NO. 664
(68)		(69)		(70)	(71)	(72)	(73)	(74)	(75)	(76)	(77)
TV AGENCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER		PREFIX LETTER (S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.	
(88)	(78)	(79)	(71)	(72)	(73)	(74)	(75)	14	EHS-I- 237	80-6 (52)	237 N 13 (24) (25) 27
COUNTY NAME		Umatilla & Union		STATE		U.S.		CODE		PROGRAM STAGE	
(89)		(90)		ROUTE NO. I		FEDERAL-AID I-80N		(32)		6 (30) (37) 30 (41)	
ESTIMATED PROJECT COST BY PHASES		TOTAL ESTIMATED COST		FEDERAL FUNDS		STATE FUNDS		OTHER FUNDS		CHARACTER OF PROPOSED WORK (Full description)	
(84)		(85) (86)		(87)		(76)				Gr., dr. 4-12' lanes H.T. Pave., with 10' R & 6' L shldr. Install & revise guardrail, median barrier, signing & flatten slopes. Util- ity access roads 10' & 12' widths, & locked gates. ROW - 300' normal; Access control - full, Parking Restrictions complete. Util. adjustments required incl. prep. work.	
15.68		2,350,000 2,150,000		2,168,100 1,983,500		181,900 166,500					
15.68		4,500,000		4,151,600		348,400					
(116)		(23) (24)		(25)		REMARKS		Additional Data: Items 6, 32, 58, 70B, 414, 502; Projects I-80N-6(6)237, I-80N-6(5)237, I-80N-6(7)237, I-80N-6(12)247, I-80N-6(26)224 and I-80N-6(37)226 respectively.			

-OVER-

USCOMM DUSCOMM-DC 48905-P01

Remarks Continued:

Roadway Type Code 6203

Construction of an overlay of additional AC pavement to strengthen pavement structure on the existing four 12' lanes with 10' R and 6' L shoulders, construct utility access roads, fencing and 4 locked gates.

Safety Improvement

Consists of grading (embankment-in-place) to ease roadside and median slopes, installing and adjusting drainage structures and guardrail. (Guardrail approach ends are to be flared away from the roadway, tied onto bridge rail at bridge ends and the free-standing ends of the guard rail are to be anchored to the ground and in the median area buried in median berm. The guard rail post spacing will be decreased from the present spacing and the rail elements blocked out from the post.) Replace or modify existing sign posts to breakaway type posts and where possible, move signs farther back from the traveled way or mount signs onto undercrossing structures.

Roadside improvement work to conceal the construction scars caused by the safety work described above will be done under separate project in the future and is considered to be "stage construction" and the requirements of PPM 20-8, IM 50-1-70 and are considered complete for said work.

Design approval concurrence received August 18, 1970 under FHWA memorandum for both the pavement overlay and the safety work.

Clearinghouse review is considered exempt under par. 2b of IM 50-1-70 because all right-of-way had been acquired prior to January 1969.

Design approval for the locked gates and the work necessary for utility access roads and accesses were given under Project I-80N-6(26)224.

Utility Adjustments (Type Code Y060)

Bonneville Power Administration	\$1,000
Pacific Northwest Bell	500

Environmental statement is exempt on this project as design approval was considered to have been given prior to January 1, 1970.

NOTE: On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

INTERCHANGE SECTION
HS-I-80N-6(52)237

The project qualifies as an EHS Project under IM 30-5-71, Section (b), "Emergency Highway Safety Program" based on the fact the safety portion of the project is for the correction of those roadside features and appurtenances that have been identified generally as hazardous in the AASHO February 1967 report "Highway Design and Operation Practices Related to Highway Safety".

County Breakdown:

Umatilla County	40%
Union County	60%

the safety
and is
IM 50-1-70

andum for both

because all

access roads

was considered

), on this
on the PS& E

RECEIVED
OCT 29 1971

FOR FILING

EH5-
I-80N-6(50)237
7680

October 29, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Meacham-Hilgard Interchange Section, Old Oregon
Trail Highway (I-80N), Umatilla & Union Counties

This project (present ADT is 3,650) has an 8.4-foot paved median strip for 10.6 miles and a 16-foot median for 0.6 mile. The alignment through this section has 13 curves, with a maximum of 6 degrees at the Hilgard Interchange. The vertical alignment has grades from 3 percent to 6 percent throughout the project. The existing W-beam barrier was installed in 1957-60 without blocks on 12'6" post spacing with the top of the rail 25 inches above the paved median surface.

The project is planned for a pavement overlay in addition to slope flattening and safety upgrading. The depth of overlay will be approximately 4 inches making it necessary to raise the existing median. The cost of upgrading the existing metal barrier by raising it to the proper height, installing extra posts and blocks, cleaning and painting, and installing a brush rail, is estimated at \$10.25 per foot. The cost of concrete barrier will be about \$10.00 per foot, with some additional cost for drainage on superelevated sections.

A drawing is attached showing that the concrete barrier will provide a 3'8" clearance while the W-beam type provides only 2'10-3/4" clearance using the blocked out design. The cost of reconstruction of the cross section to provide more median width cannot be justified for the project because of the low traffic volume.

We believe concrete barrier should be the type selected for this project and ask your concurrence in this choice for the following reasons:

1. Minimum design clearance cannot be provided with the metal barrier in the 8.4' median.

Mr. R. E. Simpson
Page two
October 29, 1971

2. The barrier must be raised to provide for an overlay.
3. Cost of the two types are nearly the same.
4. Steep grades are contributory to high speeds resulting in frequent median impact on curves.
5. Icing conditions are a hazard in the area.
6. Equipment maintaining the metal barrier obstructs the fast travel lane.

Very truly yours,

R. L. Porter
State Highway Engineer

By

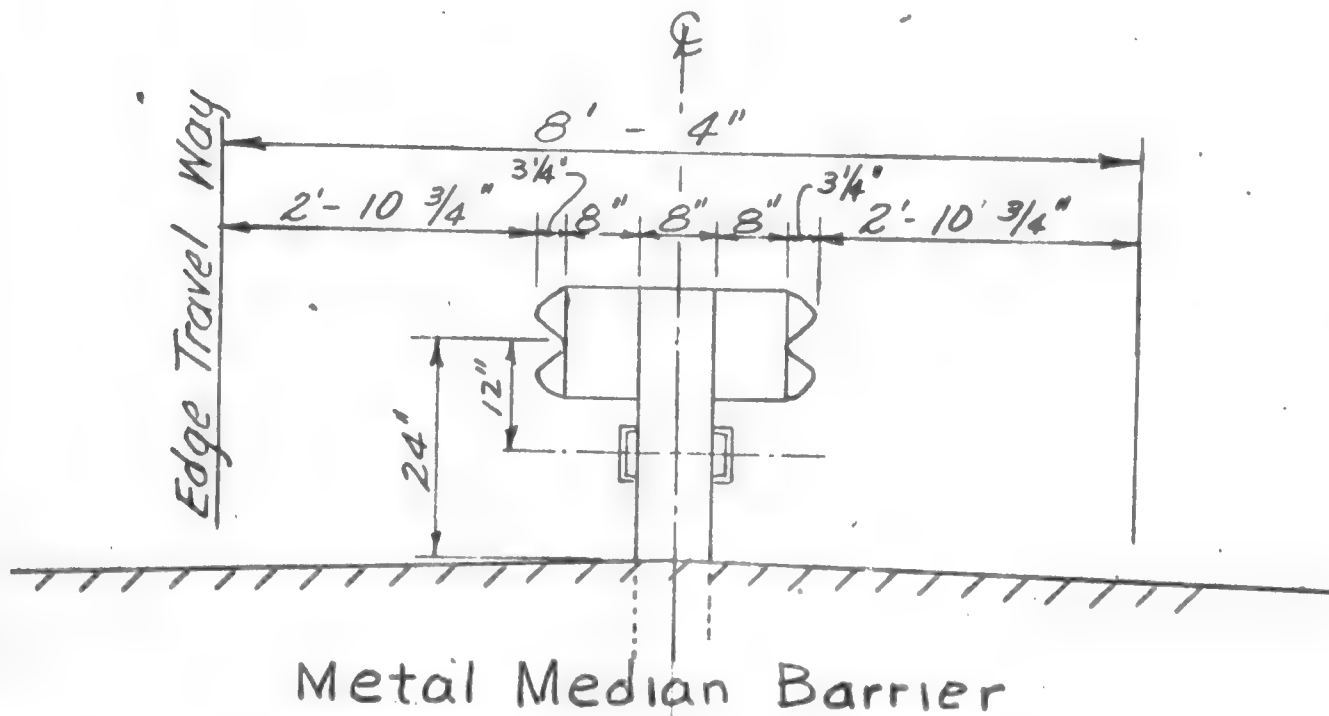
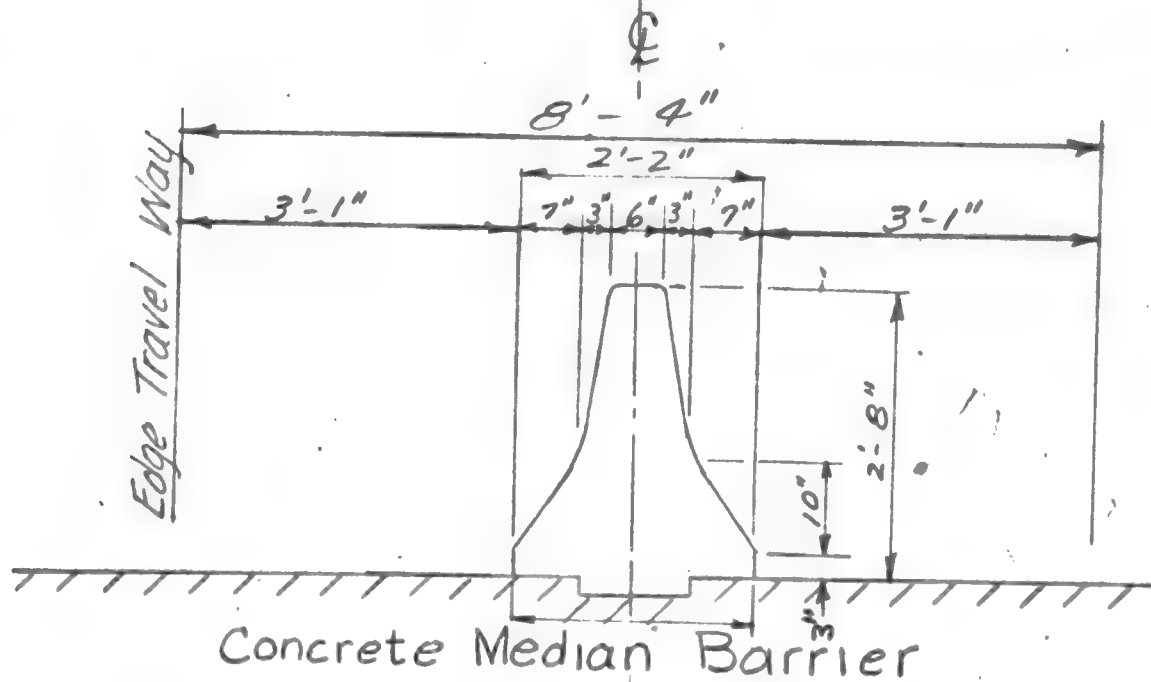
F. B. Klaboe
Assistant State Highway Engineer

Attachment

cc: R. L. Porter
Tom Edwards
F. L. Hall
H. S. Coulter

FLH:jg srb

CLEARANCE IN MEDIAN FOR CONCRETE & METAL MEDIAN BARRIERS



MEACHAM-HILGARD SECTION
OLD OREGON TRAIL HWY
Umatilla & Union Counties

RECEIVED
OCT 29 1971

FOR FILING

EHS-1
I-80AL-6(52)237
7680

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 26, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

SUBJECT: Meacham-Hilgard Section
Old Oregon Trail Highway
Umatilla and Union Counties

BUILDING

The vertical clearance of the structure at the Kamela Interchange is 15.4 feet. The addition of the proposed 4-inch overlay will reduce this to 15.07 feet, which is less than our standard but adequate by FHWA standards.

The vertical clearance of the structure at the Hilgard Interchange is 15.2 feet. The addition of the overlay will reduce this to less than 15 feet. In order to provide 15 feet minimum clearance, it is proposed to reduce the overlay thickness to 2 inches under the structure in lieu of excavating and replacing the pavement to provide more clearance. If this proposal meets with your approval, we will proceed with the design. ✓

Frank L. Hall
Design Engineer

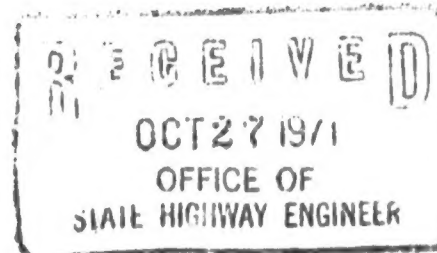
By

Frank E. Terpin
Frank E. Terpin
Final Design Engineer

FET:jg

*orig to
Hall
10-28-71*

Approved *10-27-71*
[Signature]
Asst. State Hwy. Engr.



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EHS-
I-80N-6(52)237
7680

October 8, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon

Dear Mr. Simpson:

- Re: 1. Meacham-Hilgard Section, Old Oregon Trail Highway
I-80N, Umatilla and Union Counties
2. Linn County Line-McKenzie River Section, Pacific
Highway, I-5, Lane County
3. Albany-Halsey Interchange Section, Pacific High-
way, I-5, Linn County

According to paragraph 5(c) of PPM 90-1, those highway sec-
tions that received design approval on or after January 1, 1970, and
before February 1, 1971, require a written reassessment of the envi-
ronmental consequences if the proposed highway actions are classed as
major.

Design approval for the subject projects was received during
the period defined by the dates above. These three projects are
safety and overlay projects; they utilize the existing section of
highway and do not significantly affect the quality of the human envi-
ronment. Furthermore, pursuant to guidelines and criteria as set forth
by Appendix F of PPM 90-1, and paragraph 4c of PPM 20-8, the proposed
construction in these three highway sections are classified as "not major".

It is therefore my conclusion that written reassessment for
major highway action as required by paragraph 5(c), PPM 90-1 does not
apply to these projects. Your concurrence is respectfully requested.

cc: R. L. Porter
Tom Edwards
L. H. Young
F. L. Hall
W. H. Tebeau
H. S. Coulter
C. T. Keasey
J. B. Boyd

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Concur _____ Date _____
Division Engineer

GP:ed srb

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 7, 1971

SUBJECT:

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

I understand that it is intended to place the following projects on an early letting -- possibly about the middle of November. Dates of design approval and pertinent comments are given.

- | | | | |
|----|-------|--|-------------------------------|
| 1. | I-80N | Ladd Canyon | D.A. 5-13-69 |
| 2. | I-80N | Olds Ferry-N. Fk. Jacobsen Gulch | D.A. 5-20-69 |
| 3. | I-5 | Sandy R.-Multnomah Falls
(Negative Declaration
sanctioned by FHWA 8-2-71) | D.A. 10-14-70 |
| 4. | I-80N | Deadmans Pass SRA | D.A. Prior to
January 1969 |
| 5. | I-80N | Weatherby-Lime (changing
median barrier from metal
to GM type) | Under Construction |
| 6. | I-5 | Neil Creek Slide (status will
not be known until Gedney,
FHWA, reviews proposal) | |
| 7. | I-5 | Linn Co. Line-McKenzie R. | D.A. 2-13-70 |
| 8. | I-5 | Albany-Halsey Interchange | D.A. 1-5-71 |
| 9. | I-80N | Meacham-Hilgard | D.A. 8-18-70 |

It appears that there will be no problem in releasing the first four projects as either the design approval had been obtained prior to January 1, 1970 (paragraph 5c) or a negative declaration had been prepared

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Dept of Transportation

Title of Record Series: Construction Contracts

Arrangement
of Records:

Contract Number

Index:

INDEXING: Begins with 7658. Con from Ends with: 7680 Cont.
Reel 155 Reel 155

FLASH CARDS:

Remarks:

Reel No. 154 Reduction Ratio 21X Project No.

Camera: Name Bell/Hamell Model File Master Film 16 mm

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 18 day of Feb 19 82
photographed the documents appearing on this roll of film, that they are true
copies of documents, found in the record file described above, and that the
integrity of the above described record file has been maintained on the film
by microfilming each document in the exact order in which it was found in the
file, with the exception, if any, of documents omitted because of technical
difficulties and/or by error, as indicated on the film in the cross-reference
notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was
procured as permanent film of the slow burning cellulose ester or polyester
type known as safety photographic film, conforming to applicable standards of
the American National Standards Institute; and that the processing conforms to
the standards for permanent film; and that sample of film processed by this
Service are periodically tested.

Signature

Loyle Pauline